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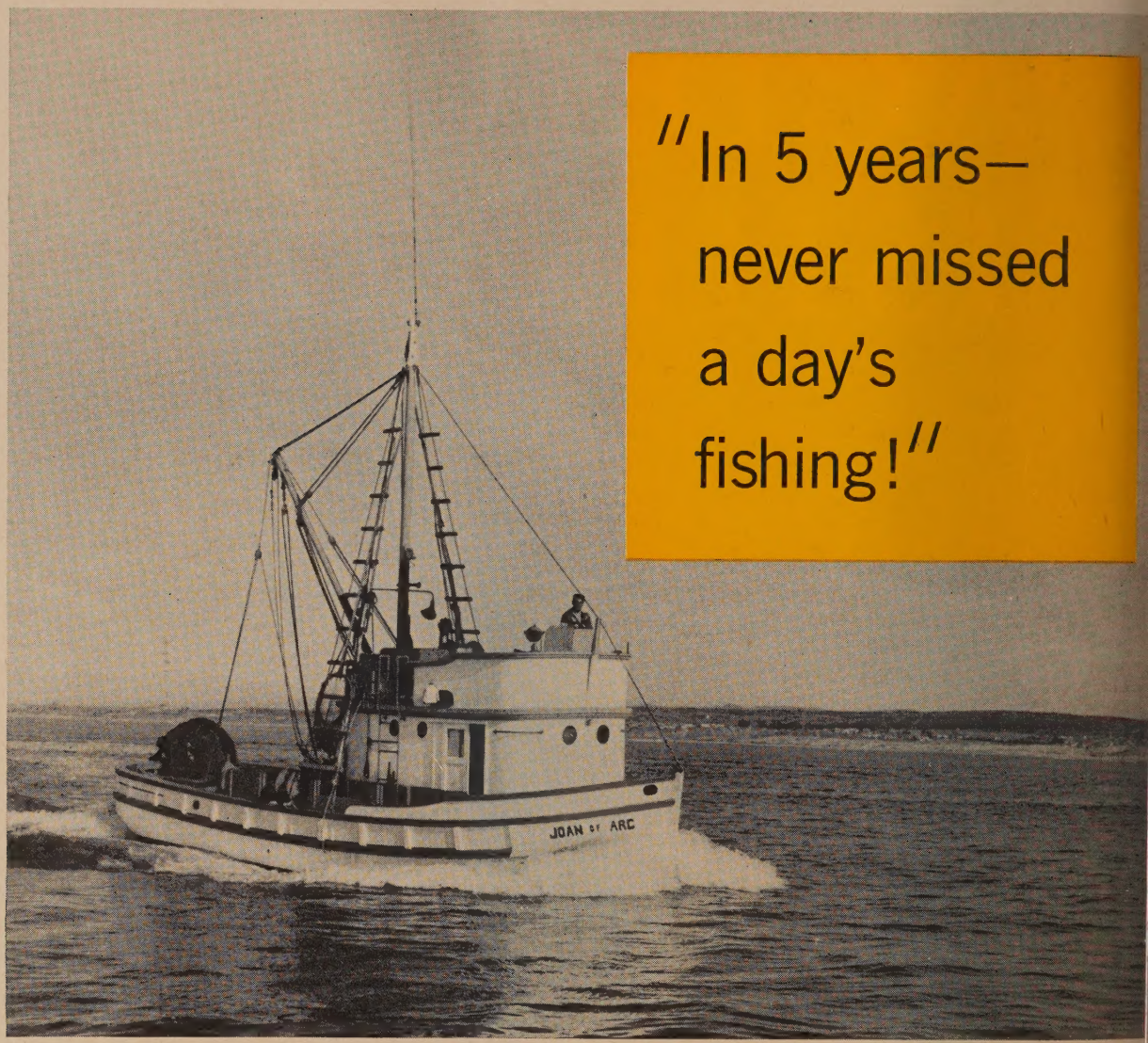
Position of Star-Kist No. 4, French Sardine Company's new tuna plant featured in this issue, at the entrance to Fish Harbor, Terminal Island's great concentration of fish packing industry, is plainly shown in this aerial picture by Garnett. The new plant is at the upper right, occupying a rectangular area dredged specially for its site. Terminal Island tonnage makes Los Angeles Harbor the greatest fishery port in America.



"In 5 years—never missed a day's fishing!"

When the fish are running, so is Vince Altavilla's baby purse seiner at Monterey, Calif. A "Caterpillar" Diesel D8800 Marine Engine never has missed taking his *Joan of Arc* out to sea on schedule.

"In 5 years, I've never missed a day's fishing," he says. "Fuel costs are so low I wouldn't own any other engine. It's a good deal to own a 'Caterpillar' Diesel. Just push a button and away we go!"

The *Joan of Arc* is 47′ x 14′ x 7′ with a 26-ton capacity for sardines, mackerel and squid. Swinging a 34″ x 36″ wheel, she makes 8 to 9 knots. Power for winches is taken from the front of the engine.

Open-handed when it comes to work, the D8800 Marine Diesel is a tightfisted slugger when it comes to fuel. Mr. Altavilla spends only 50 to 55 cents an hour to operate his "Cat." He has yet to spend his first cent on repairs.

"Cat" Marine Diesels offer shipshape performance and pinchpenny economy because they are matched with your boat. You have a choice of 12 sizes ranging up to 400 HP for continuous, non-stop duty. You have a choice reduction gear ratios. You can select the proper propel rotation and engine attachments to tailor the engine your needs.

See your "Caterpillar" Dealer for the engine of yo choice. With a dependable "Cat" Diesel you won't sitting at the dock when you should be out to sea fishi

CATERPILLAR, SAN LEANDRO, CALIF.; PEORIA,

CATERPILLAR

REG. U. S. PAT. OFF.

Diesel Marine Engines

PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 50 No. 12

NOVEMBER, 1952

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Alaska's Growth Potential Freed from Gross Handicap

In electing its 1953 legislature, Alaska moved vigorously to reverse a destructive course, and in its stead to capitalize upon the Territory's rich potential by encouragement of its industries and utilization of its natural resources.

For years Alaskan development has suffered and its economy has been stunted because established industry was beset, and prospective industry driven away, by taxation and harassment designed to destroy.

This throttling resulted from legislatures blindly following the malign policies dictated by a governor intent upon intrenching his own far-to-the-left political position.

It is not to be expected that Alaska's fishing and forest industries will receive any special consideration or particularly favorable treatment because the 1953 legislature will be dominantly Republican. They can expect to benefit not so much from friendliness as because the majority of the new legislature will not be the governor's friends.

The feeling of encouragement and relief with which the fishing industry greets Alaska's drastic reform of its legislature rises from the knowledge that under it Governor Gruening will lose much of his power to pursue the destructive course of his avowed enmity toward the fishing industry from which Alaska draws most of its wealth and most of its taxes.

As a matter of fact, growing public awareness of the handicap and hurt which the Territory has suffered from Governor Gruening and his creatures was doubtless the primary factor in the election of a legislature independent of his influence; and devoted to the development of Alaska, rather than to Governor Gruening, tool of Interior.

Great Quesnel Sockeye Run Forecast for Fraser in '53

Risking a prediction in the notably hazardous field of forecasting salmon runs, Senator Thomas Reid of Canada, member and one-time chairman of the Sockeye Commission, permits himself to be quoted in print as expecting an exceptionally heavy run of Sockeye to the Quesnel lakes of the Fraser system in 1953.

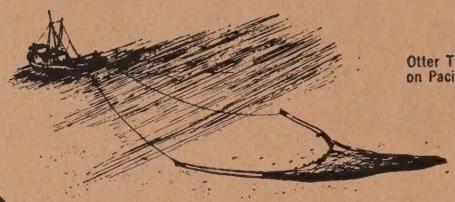
Quesnel once supported a great salmon population, but this was lost to Hell's Gate and mining dams, so that prior to construction of the Hell's Gate fishways these once-rich lakes were virtually barren.

Senator Reid believes Quesnel's great Sockeye resource will run again in 1953.

May he be right.

Albacore Price is Advanced

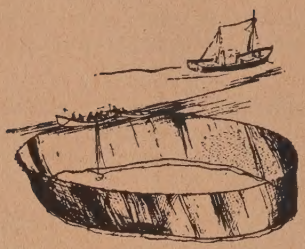
Price of Albacore to North Pacific fishermen advanced from $350 to $400 about the middle of October as Astoria canners fell into line with the $50 rise paid by Van Camp, reflecting higher prices down the coast.



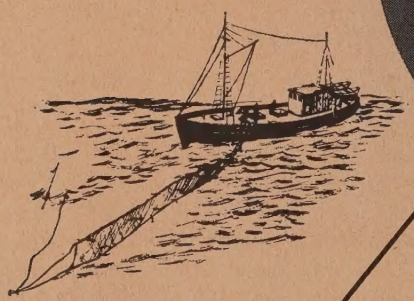
Otter Trawl Nets used on Pacific and Atlantic Coasts

Mackerel Purse Seines used on Atlantic Coast

Pacific Coast Salmon Purse Seines

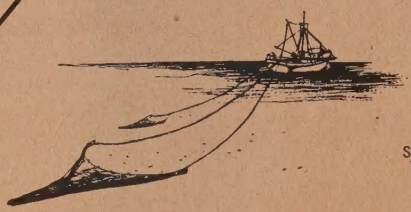


How you can cash-in on EDERER NETTING!



Menhaden Purse Seines used on East Coast

Gill Netting for use on Great Lakes, Pacific and Atlantic Coasts, made of Cotton, Linen and Nylon Netting



Shrimp Otter Trawl Nets

MADE IN AMERICA

BY AMERICANS

FOR AMERICANS

The Utmost Skill and Latest Advances Are Combined in Ederer Netting!

Ederer Netting is made with special hidden features that protect your investment, and provide better service. You experience lower operation costs, because Ederer Netting is made to last longer.

The even meshes, with securely tied knots that do not slip or saw reduces mending time and affords you increased profits.

For over 70 years fishermen in all waters have found from experience that Ederer Netting is practically custom built for every type of inland water and deep sea operations. You can cash in on Ederer Netting because they are made to stand up under the heaviest loads regardless of the type of commercial fishing you do . . . . It will pay you dividends to contact one of the Ederer dealers listed below . . . They are thoroughly experienced and equipped with a full stock of Ederer Netting for every type of commercial fishing.

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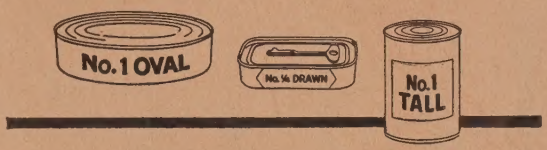
Part of a $330,000,000 story...

For over a half century now, fishermen and Canco people have worked hand in hand designing, packaging and marketing fish in strong, attractive containers.

Today, much of the nation's finest tuna catch, for instance, goes into millions of homes in the attractive, lightweight container shown above. This time-tested Canco container is one example of how the American Can Company has played a major part in the development of today's $330,000,000 fish industry.

Remember that Canco is ever anxious to advise you on the technicalities of processing . . . to help with your layout and planning problems . . . and to supply you with the right container for your products.



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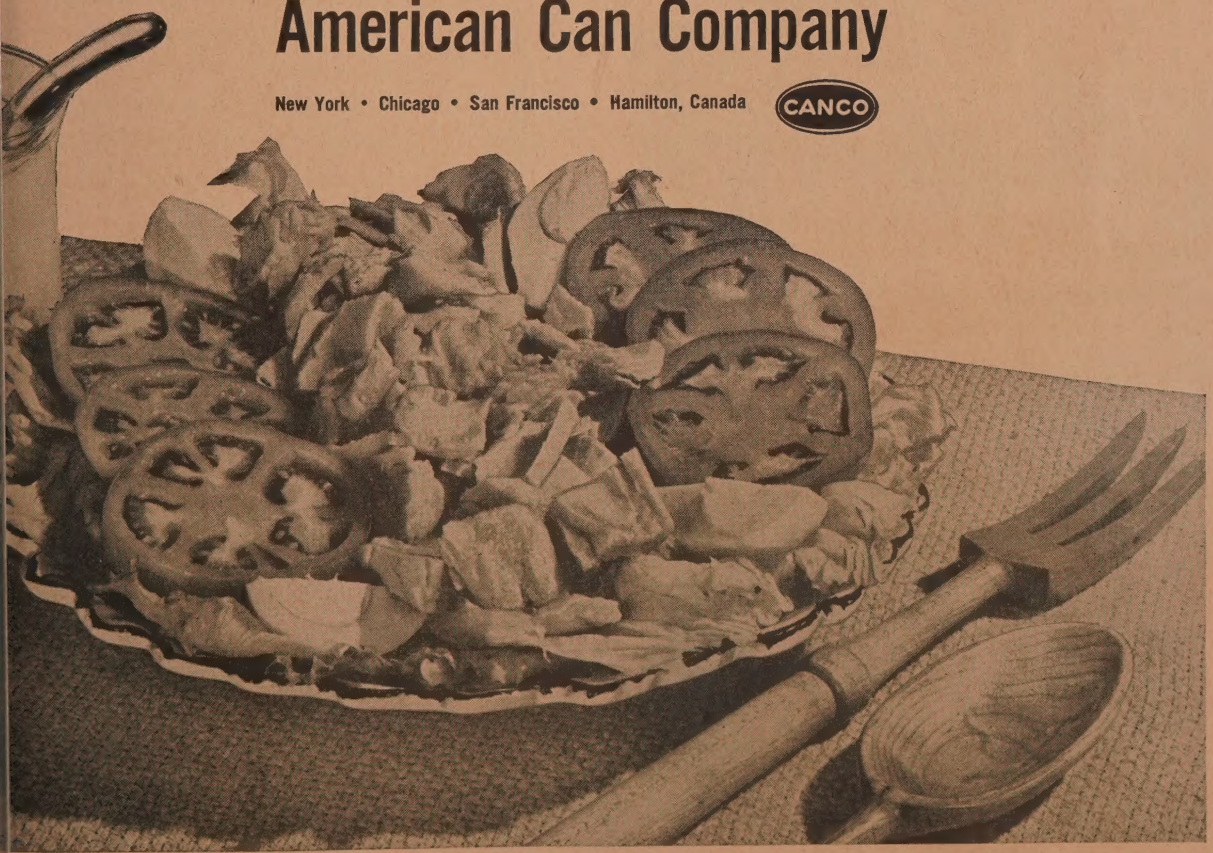


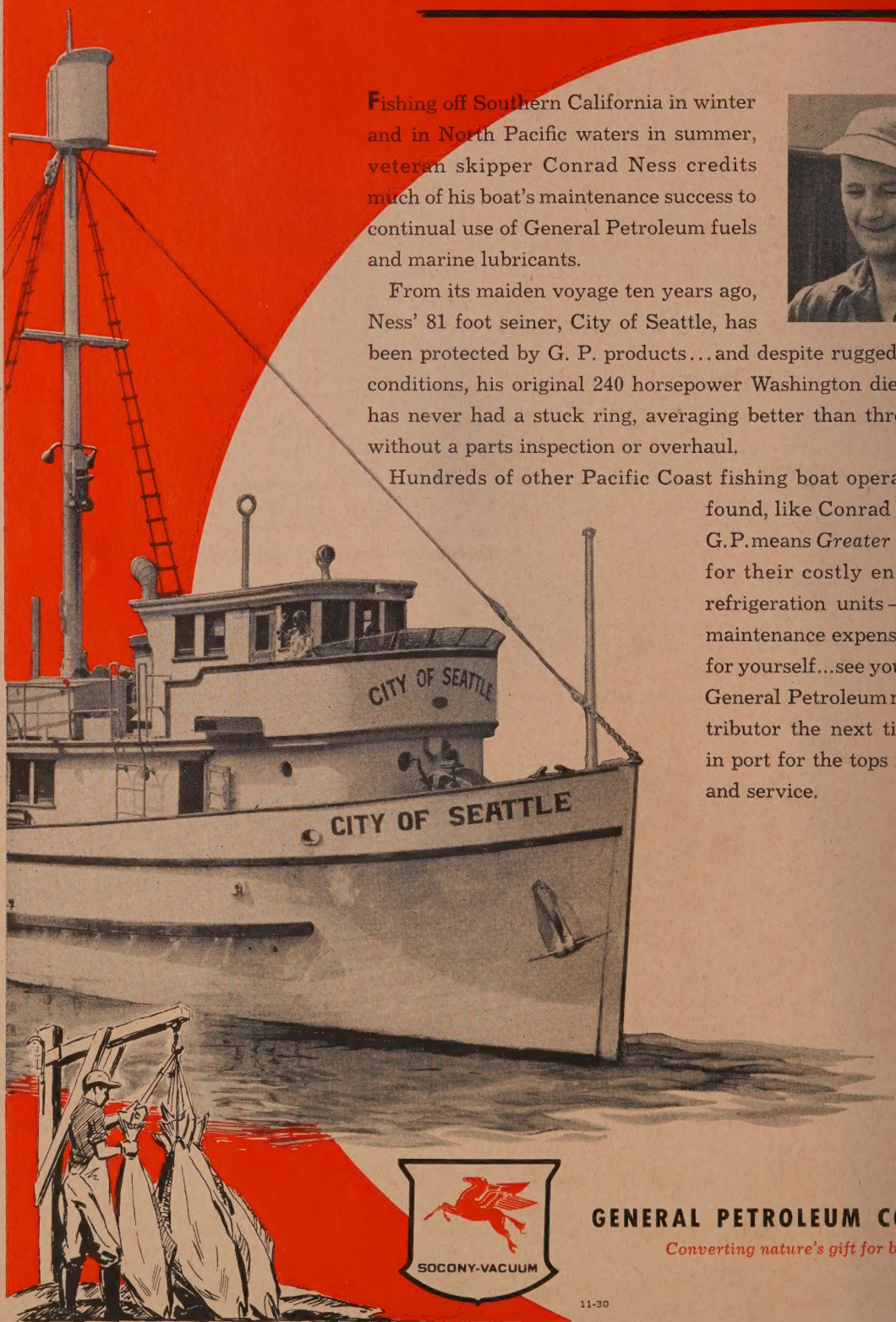
WINTER OR SUMMER...

G.P. means Greater Protection!

Fishing off Southern California in winter and in North Pacific waters in summer, veteran skipper Conrad Ness credits much of his boat's maintenance success to continual use of General Petroleum fuels and marine lubricants.

From its maiden voyage ten years ago, Ness' 81 foot seiner, City of Seattle, has been protected by G. P. products... and despite rugged operating conditions, his original 240 horsepower Washington diesel engine has never had a stuck ring, averaging better than three seasons without a parts inspection or overhaul.

Hundreds of other Pacific Coast fishing boat operators have found, like Conrad Ness, that G.P. means *Greater Protection* for their costly engines and refrigeration units—with less maintenance expense. Prove it for yourself...see your friendly General Petroleum marine distributor the next time you're in port for the tops in product and service.



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Converting nature's gift for better living

11-30

ANOTHER PERFORMANCE RECORD FOR ATLAS MARINE DIESELS ESTABLISHED BY DRAGGER "BENJAMIN C"

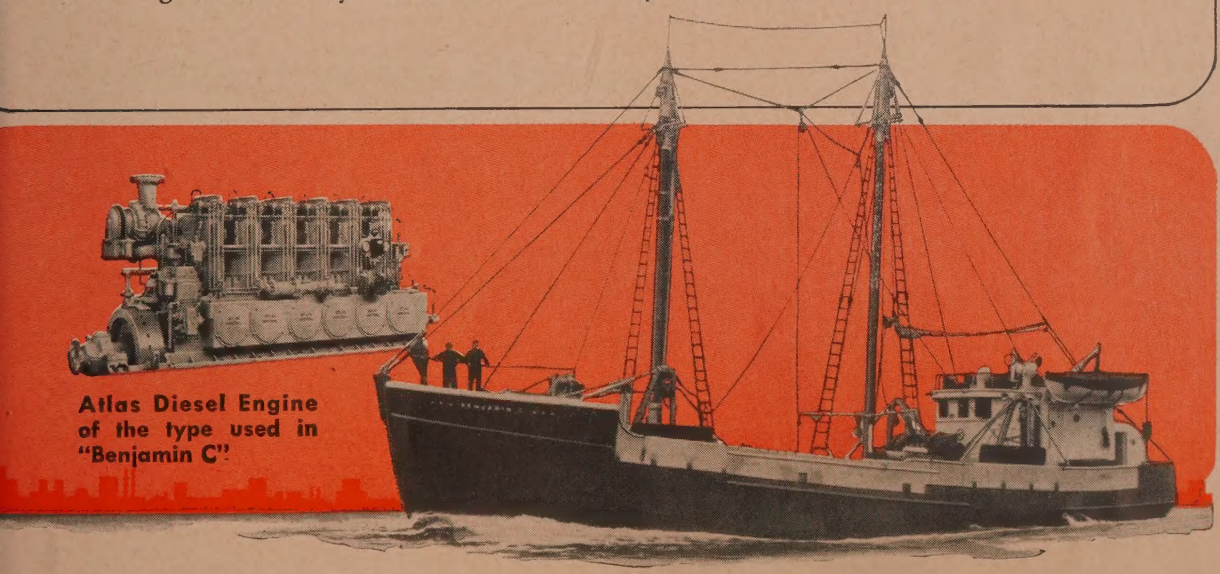
FIVE YEARS SERVICE WITHOUT MAJOR OVERHAUL
144,000 MILES WITHOUT ENGINE DOWN-TIME
22,819,054 POUNDS LANDED IN 120 TRIPS

The record established by the "Benjamin C" makes it one of the most profitable fishing vessels operating out of Gloucester with a *return of almost $15 for every $1 of expense.*

Jointly owned by Producers Fish Company and her skipper, Joseph Ciaramitaro, the "Benjamin C" was named after Benny Curcuru. She is 100 feet long and is powered by a 6-cylinder, 400 h.p. Atlas Diesel operating at 300 r.p.m. Completely itemized operating costs and income reveal the economy in fuel and lubricating oil of Atlas 4-cycle Marine Diesels.

The serviceability of the "Benjamin C's" engine is best expressed by Captain Ciaramitaro—"We have not lost an hour due to the engine since being commissioned in 1946. In fact, it is now (1951) getting its first major overhaul."

If you'd like to see the statistical record of performance of the Atlas Diesel powered "Benjamin C" write National's Engine Division at Springfield or call the nearest sales and service office. Be sure to ask for bulletins on Superior and Atlas Marine Diesels.



Atlas Diesel Engine of the type used in "Benjamin C"

Superior ENGINES
ATLAS Imperial DIESEL ENGINES
DIESEL • DUAL FUEL • GAS

ENGINE DIVISION
THE NATIONAL SUPPLY COMPANY
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Park Rapids, Minnesota
New York • Seattle • New Orleans

Through 55 years of fisheries development
PACIFIC MARINE *has kept pace...*

30-DAY TRIP NORTH BY SAIL IN THE OLD DAYS . . .

"Active preparations are being made at Portland by the various Alaska packers to get off boats carrying supplies and labor for Alaska canneries . . . about 1000 men will take passage on the fishing craft . . . these include sailors, fishermen, cannery workers and representatives of the operating companys. Fully 2/3 of the little army will be composed of Chinese and Japanese. . . ."

PACIFIC FISHERMAN, April 1907

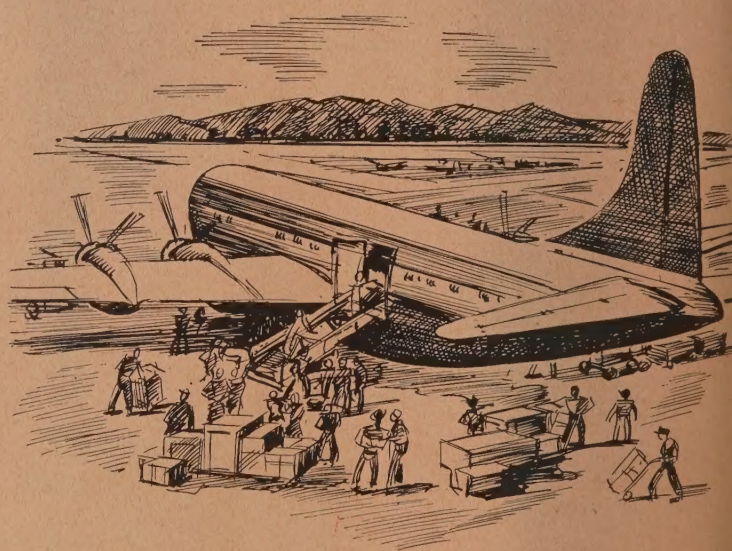
". . . the ships will nearly all clear from San Francisco. The bark, L. J. MORSE has sailed for Cooks Inlet and the bark, BALCLUTHA for Chignik. The bark LEVI G. GURGESS will sail by way of Puget Sound and the barkentine, SKAGET will come for lumber. Other sailings are as follows: steamer, ALITAK for Chignik Bay, March 25, ships, TACOMA for Naknek. SANTA CLARA for Koggiung and BOHEMIA for Koggiung, April 1; . . . schooner PROSPER for Koggiung, April 2; . . . bark HIMALAYA for Ugashils, April 16. . . .

"It is feared by Chinese contractors who supply the skilled labor for the canneries of the Sound and Alaska that the movement on the part of five companys to operate without contracts on the pack this year will establish a precedent for future seasons. Under the arrangement that has existed for years, the packing concerns have contracts to pack a certain number of cases of salmon at a specified rate per case. If the pack exceeded the number specified in the contract the additional cases were paid for at the same rate . . . if the estimate fell short, the packing company was compelled to pay for the number of cases under contract. . . ."

PACIFIC FISHERMAN, May 1906

OVER NIGHT "HOP" NORTH FOR MEN AND SUPPLIES TODAY . . .

Today's cannery workers travel North on the sleek, swift plan of four main airlines and a few special charters, in little mo than nine hours' flying time out of Seattle, or a day and a nig hop from San Francisco. Their passage is arranged for the mo part by contract between the various canneries and the carrie Supplies and workers may take over several flights entirely portions of regularly scheduled trips. Fifty-five passengers a an average number per flight, and thousands of fishermen a cannery workers make the trip each year. They travel in comfo and ease, are served tasty meals en route and arrive on the sce refreshed and ready to work — a far cry from a month lo ordeal aboard the sailing ships of yesterday!



KEEPING AHEAD of the constantly changing requirements for vessel equipment, fishing gear and cannery supplies is a habit of 55 years standing with

PMS Since 1897

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PACIFIC FISHERMAN NOVEMBER 1952

Acheson Lands ANOTHER LOW BLOW On Tuna Industry

N APRIL of this year the Japanese government on its own initiative established a quota limiting the exports of tuna from Japan to the United States to 1,000,000 es of canned tuna and 12,000 tons of frozen tuna.

n September, 1952, the Japanese government informed U. S. Department of State that it wished to reconsider matter and increase the quota.

Reasons given were:

. Sharp decrease in deliveries by American tuna vessels. was not mentioned that this decrease was economic, ced by loss of domestic markets to foreign imports.)

. Desire of American importers for additional supplies.

No mention was made of the astonishingly heavy pro-ction of Japanese tuna fishing operations in the summer 1952.

Officially published Department of the Interior version the response made by the Department of State is:

"The Japanese were informed that the United States vernment has never advocated or endorsed quantitative itations on tuna exports from Japan to the United tes and to its territories. While the Japanese were ad-ed that the responsibility for this matter continued to t with them, it was indicated that the *elimination of se restrictions would be in accordance with the long-ablished and well-known policy of the United States* to seek elimination of quantitative restrictions and reduction of other trade barriers."

In other words, the United States government:

1. Has no objection to increase in the Japanese quota on exports of tuna to the United States;

2. Actually would favor the elimination of *all* quota restrictions and "reduction of other trade barriers."

Thus once again the Truman-Acheson Department of State has made its policy plain.

In June the Department of State encompassed the defeat of the emergency tariff on tuna in the United States Senate.

In September it told Japan that the government of the United States would welcome the complete elimination by Japan of all restrictions upon the flow of tuna to this country.

The voluntary quota on tuna exports was imposed last spring by the Japanese government when it recognized that continuation of unrestricted shipments would so arouse and embitter the American public as to jeopardize *all* Japanese trade with this country.

It now appears that the Japanese government has a clearer comprehension of the American people than has the Truman-Acheson Department of State.

Alaska Fall Salmon Fishing Gives Chum Pack Substantial Lift

Fall fishing season in Southeast aska added somewhere between ,000 and 150,000 cases to the ter-ory's pack of Chums, bringing it y close to 1,000,000 cases.

n addition, the fall canning of noes at Cordova is said to have oduced 28,000 full cases.

At the end of the summer season there were few indications that any operators would find the fall season attractive, but the passage of time saw it surprisingly active.

Originally not scheduled to open until Oct. 6, fishing in Chomley Sound, Excursion Inlet, Hood, Chaik and Security Bays and Port Camden was advanced to open Sept. 25, and it was on this day and the two succeeding that a very large percentage of the entire Southeast Alaska fall catch was made — most of it in Chomly Sound.

The Chomly fish were of exceptionally fine quality for fall Chums, and canners in the Ketchikan district considered them sufficiently good to command the summer price—80c per fish.

Heavy fall fishing was confined to Chomly Sound. When Kasaan and Moira Sound opened Oct. 6 the catch was rather light. Despite the September 25 opening on Chomly, no Pinks were included in the catch, and operators declared that fears lest this early opening might have interfered with the Pink salmon escapement were without foundation.

In the nothern part of Southeast

Alaska the run was reported rather on the light side, and at no time comparable with the fishing found at Chomly.

Cannery operations in Southeast Alaska during the fall season included:

Independent Salmon Canneries, New England Fish Co. and Queen Fisheries (floating cannery *Alaska Queen*) at Ketchikan; Pelican Packing Co., Pelican; Icy Strait Salmon Co., Hoonah; Hood Bay Salmon Co., Hood Bay; Kayler-Dahl Fish Co. and Scow Bay Packing Co., Petersburg.

In addition, the following freezerships operated in Southeast Alaska, freezing Chums for subsequent canning on Puget Sound: *Reefer No. 2, Reefer King, Arctic Maid* and *North Star.*

Principal production during the Cordova Coho season was that of a three-way consolidation of Halferty Canneries, Inc., H. M. Parks Co., and New England Fish Co., with minor quantities produced by other local canneries.

Japanese Salmon Fishing Blazes-Up as Alaska Issue

Japanese salmon fishing operations in seas adjacent to the Aleutian Islands blazed up into a burning subject in Alaska during the fall months, and became an issue in the Territory's political campaign.

Despite the fact that Delegate Bartlett contended that the Japanese were successful in catching salmon only near the Kamchatka coast, there is good reason to believe that most of the Red salmon—officially reported as 737,489 fish—were taken in the immediate vicinity of Kiska.

Best Chum fishing is believed to have been in the vicinity of Attu. Catch of this variety—reported in the Japanese data as "white" salmon—was 638,571 fish. Pinks, reported as "trout," are believed to have been taken almost entirely in the vicinity of Kamchatka, with a catch numbering 701,157 fish.

The Japanese fishing expeditions were accompanied by an American observer in the person of Francis W. Fakukhara, a senior fisheries student at the University of Washington.

Chums taken by the Japanese are reported to have averaged 4.96 lbs. each; with Reds averaging 5.3 lbs. In the case of Chums at least this is taken to indicate that the fish were not maturity in the early summer of 1952, and probably would not have spawned until next year.

About 1,000 fish are said to have been tagged and released by the Japanese expeditions. The tags used were straps encircling the caudal peduncle. To such tags were noted on fish counted through the Fish and Wildlife Service weir at Egegik.

Weekly Pack Quota Plan Proposed for Cook Inlet

Dreary situation faced by the Cook Inlet resident salmon fishermen and packers was not brightened by the Anchorage hearing at which the Fish and Wildlife Service unveiled its ideas for 1953 regulations.

Service thinking is that the present regulations provide the best management system currently possible; and that they can be applied by a rather complicated formula for weekly packs which would be permitted throughout the season.

These weekly packs would be based upon the average weekly packs for the years 1940 to 1948 in the case of Kings and 1940 to 1947 for Reds.

Minor limitation on drift gillnetting is contemplated by a proposal to close the Inlet above the Forelands to this form of fishing.

Data produced for 1952 showed the Inlet catch by gear percentage as follows: *Reds* — Traps, 17%; Driftnets, 66% plus; Setnets, 16%. *Kings* — Traps, 15.7%; Driftnets, 43%; Setnets, 41%.

Numbers of drift gillnets operating in the Inlet in recent years was reported as: 1948—80 nets; 1949, 122 nets; 1950, 348 nets; 1951, 600 nets; 1952, 437 nets.

Fishermen of the Cook Inlet area suggested at the hearing that the Service move toward a system of licenses for fishermen, who would be required to elect the area in which they were going to fish in one season, and who would not be licensed for other waters.

This proposal seemed to have a good deal of support on Cook Inlet, and Service spokesmen said they would be glad to sponsor Congressional legislation necessary, providing the plan was generally regarded as constructive.

New policy for securing escapement on Red salmon streams provided with weirs was announced at t Kodiak Island hearing. Under th Service plan, opening dates for t seasons set in the regulations wou be "target" dates only, and fishi would actually be opened on the ba of the escapements counted at t weirs. In other words, fishing wou not be permitted, regardless of t dates in the regulations, until a ce tain number of fish had been count through the weir.

For years of anticipated small run it is not proposed that the regul tions close the area; but it would n be opened until, and unless, a sat factory escapement seemed to ha been secured.

Several Kodiak fishermen ask that a new division line be set-up the island area so Karluk Red salm fishing could be closed, while t Uyak Pink salmon fishing would r main open.

'Tween Run Season Proposed for P.W.S.

Believing that there will be tw distinct Pink salmon runs on Prin William Sound in 1953, one in ear July and the other the first part August, the Service proposed a sing fishing season designed to take a po tion of both runs. Date proposed the Cordova hearing were July 27 Aug. 10, subject to adjustment at bo ends, if warranted.

Jack Storfold Victim Of Poisonous Fumes

Jack W. Storfold, vice president the Storfold & Grondahl Packing C and president of Intercoastal Fishe ies, a boat-owning firm, died at S attle in September after a month illness resulting from inhaling fum of carbon tetrachloride, being used f cleaning engine parts at the Storfo & Grondahl herring reduction plant Washington Bay, Alaska. He was 3

Mr. Storfold was one of the mo active and best known younger m in the Alaska herring industry, which he had been brought up i timately. He was in charge of oper tions of the Washington Bay plan for many years had commanded he ring seiners, and was a licensed ma ter mariner.

Surviving, beside his wife an three children, are his parents, M and Mrs. John W. Storfold.

P.A.F. Summer Salmon Pack 370,000 Cases

Salmon pack of Pacific Americ Fisheries to Sept. 15 was 370,1 cases, on a full case basis, E. E. Wi kie, president, announced.

This compared with 393,784 cas packed a year before and was 10.9 of the estimated total industry pa of 3,380,000 cases.

Higher costs of labor and raw fis coupled with a short pack, made t per case cost the highest on reco

lif. Foundation Sponsors tional Tuna Week

national publicity and promotion paign was given "National Tuna ek"—November 6-15, sponsored by California Tuna Research Founda-, Long Beach. Under the direction Ed. L. Morris, the foundation's di-tor, and with the assistance of the thern California tuna industry, the ntry and retail outlets were flooded n literature on canned tuna. Other motional aids were newspapers, ional magazines, radio and tele-on. It is planned to make the week annual event, but not possibly the e time.

pan Lifts Frozen ports 6,000 Tons

he Japanese government an-nced in mid-autumn it was raising voluntary quota of raw tuna ex-ted to this country from 12,000 to 00 tons for the period ending il 30, 1953.

Southern Sardining Late; Due to Moon and Price

While Southern California's sardine season opened officially with October, the fish were undisturbed—first, because the opening was during the light of the moon; and second, because fishermen and canners could not agree as to price.

The canners were offering $70 per ton; the fishermen asked $75. Moreover, the price of mackerel hinged on the sardine price. Packers offered to pay $65 per ton for Jack; the fishermen wanted $70. On Pacific mackerel there was agreement at $75.

The purse seine fleet out of Los Angeles-Long Beach Harbors had been so busy catching a huge tonnage of jack mackerel that little scouting was done prior to sardine season opening. However, opinion of fishermen was there were few sardines in sight.

At Pt. Hueneme, the Malibu Canning Company had two scouting planes operating daily eight to 10 miles out, with no promising results. However, according to R. R. McKenzie, general manager of the port, a steamer reported passing through a sardine school two miles in extent about 22 miles offshore.

With no fish to pack, Southern California canners were not committing themselves to any wholesale quotations on the canned product. Meal was quoted at Los Angeles at $146.90 (65%); about the same as last season's opening quotations. There was no quotation on oil; this opened at 12c per lb. last year.

losing Fast, '52 Tuna Pack hreatens to Pass 1951

outhern California tuna was slow-atching up to 1951 figures by Oc-er, when the combined industry received 132,922 tons, and packed 8,805 cases, against 143,982 tons 6,261,652 cases produced to that e last year.

onnage fell-off sharply during the l three months of 1951, due to v-downs in San Diego cannery op-tions and lay-ups of the clipper ts. The last three months of that r produced 23,409 tons, from ch 1,032,106 cases were packed. It eared that, with less restriction the fleets this year, the final quar-would produce more tonnage.

he northern district of Los Ange-Long Beach was pulling far ahead San Diego. To October, this district received 94,464 tons; packed 5,021 cases. San Diego flumed 68 tons, produced 1,783,784 cases.

lbacore fishing was practically at end by early October. It had been excellent season for the domestic ts of small boats, gathered from along the Pacific coast.

o October, the total Albacore ton-e for Southern California was 26,-tons. *Of this amount 9,450 tons s imported Japanese Longfins;* thus local fleet was paid $5,812,800 for 08 tons.

he tuna purse seine fleet operating of Los Angeles Harbor had one the best seasons in the history of ting tuna in waters below the in-national border. To October 1, the se seiners had recorded 396 trips l unloaded 42,128 tons. The break-down: Yellowfin, 27,193; Skipjack, 6,033; Bluefin, 2,792; bonito, 1,010; yellowtail, 5,100. While there were still a number of seiners still engaged with tuna off Mexico, etc., the balance of the year's yield for netters would probably come from equatorial waters.

September's tonnage was a gross 21,712 tons, with 988,727 cases packed. This was ahead of last September when 16,323 tons arrived, producing 781,251 cases.

Mrs. Varien Heads Oxnard Canners, Inc.

Mrs. Susie Varien, daughter of Peter Ferrante, pioneer Monterey fisherman, and one of the founders of Oxnard Canners, Inc., has been elected to the presidency of that concern.

She takes the place of Sal Ferrante, long time president and general manager of the company (no relation to Peter Ferrante) also one of the founders of the company. Mr. Ferrante has retired from active management in the company.

Vice-president and general manager is James Tolagson, who has been associated with the company for a number of years.

Early Sardine Season Blank

For the first time in the memory of old timers in the northern California sardine fishing industry, not a single sardine was caught in that area during the first two months of the season —August and September.

A measly 45 tons, caught at Avila, was processed in Monterey, but as *Pacific Fisherman* went to press this month only six or seven plants in Monterey were open, and only two in San Francisco, Not a wheel moved at Pt. San Pablo, once the greatest center of fish reduction in the world. Many of these plants had been dismantled and machinery moved away.

The six or seven carriers working in the Monterey area were canning anchovies, tuna and mackerel.

On Oct. 8 boats brought in some 600 or 700 tons of anchovies caught off Pt. Montara by a fleet of about 9 boats. High boat was the *Frances Marie,* Sal Billante, skipper, which brought in a catch of 115 tons. Price to fishermen was $42.50 per ton.

In San Francisco a fleet of 12 small boats, including one purse seiner were working a school of anchovies in the Bay—from Pt. Lobos to Sausalito. Limits were six to 10 tons, and most boats were getting the limit daily. J-D Packing Co. and Northern Packing Co., San Francisco were packing their catch.

F. E. Booth Co., Inc., Bell Smoked Fish Co., and Washington Fish & Oyster Co. of Calif., were packing tuna in San Francisco, as was Westgate-Sun Harbor Co., and Peninsula Packing Co., Monterey.

A dozen Monterey purse seiners, and practically the entire fleet of San Francisco purse seiners had gone to southern California sardine fishing grounds. Most of the remainder of the 51 boat fleet of Monterey purse seiners was preparing to sail for southern California, also.

Congratulations to

FRENCH SARDINE CO. INC.
ON THEIR
NEW **Star-Kist** PLANT

DESIGN AND
CONSTRUCTION SUPERVISION
BY
M. A. NISHKIAN & CO.
MEMBER A.S.M.E.
ENGINEERS CONSULTANTS
2360 AMERICAN AVENUE
LONG BEACH 6, CALIFORNIA

DESIGNERS
INDUSTRIAL PLANTS
STEAM & POWER
FOOD PROCESSING
GAS AND COMPRESSOR STA.
CONSTRUCTION
SURVEYS
APPRAISALS
ENGINEERING REPORTS
ECONOMIC STUDIES

MANCO *Construction Co.*
SUBSIDIARY CO. TO M. A. NISHKIAN CO.

STAR-KIST No. 4

MARTIN BOGDANOVICH left to his heirs in the French Sardine Company a solidly nstructed business based on the tching and canning of fish. But beyond the physical plant, he t them an inspiration, a vision for company's place in the tuna in- stry.

That vision found its realization en the world's largest and finest na cannery, Star-Kist Plant Num- Four, began full production in tober on seven tuna lines in a nt that has set new standards for engineering and the production of nned tuna.

The site itself was taken from the ter—created by a gigantic dredg- and filling operation on Terminal and. On three sides it faces on the ter. In the huge plant of 194,000 uare feet, there is no restriction on ht and air and the spacious housing the machinery of canning tuna. It presents the success of modern ar- itecture when engineered for effi- ncy.

Martin Bogdanovich, who came to n Pedro as a fisherman from the ores of Dalmatia, started his own cannery in Los Angeles Harbor just ten years after the first tuna was canned there in 1907. The founding of the French Sardine Company, then, dates back to 1917. The hard work of the years that followed gave Mr. Bogdanovich the realization of his dreams as a young man—a successful and prosperous cannery. A heart attack while he was conducting a War Bond Rally in the Yugoslav Hall in San Pedro brought death to the founder of French Sardine Co. in 1944 and young Joe Bogdanovich, Martin's only son, became the head of the company.

MARTIN J. BOGDANOVICH
The late founder of French Sardine Co., Inc.

Quality Home For Star-Kist

The new cannery, with its emphasis on the most modern facilities for the production of a quality pack of tuna, is indeed a fitting home for Star-Kist which has become identified in the tuna industry as an outstanding quality brand. The Star-Kist brand originated in 1939 during the time when A. T. "Doc" Williams was sales manager for French Sardine Co. J. G. "Jerry" Scharer, who had been

TUNA TECHNOLOGY PEAKS IN FRENCH SARDINE'S NEW PLANT

Congratulations

Star Kist

from a Terminal Island neighbor

It's a good old custom to greet good friends when they move into a new home—to wish them prosperity and smooth sailing.

So the men and women of Continental are happy to congratulate French Sardine Company on the completion of its fine, modern tuna cannery on Terminal Island.

We're more than a little proud that containers which carry the Star Kist name throughout the world are made in a Continental plant only a few steps away.

CONTINENTAL CAN COMPANY

TERMINAL ISLAND

1120 Wilshire Blvd.
Los Angeles 17

Russ Bldg.
San Francisco 4

653 Skinner Bldg.
Seattle 1

. Williams' assistant in the com-
ıy since 1937, became head of sales
h the death of Mr. Williams in
7 and continued the aggressive and
-sighted sales program which Mr.
lliams had begun so well.

Today Star-Kist has attained na-
ıal distribution and has become a
ıous brand in the tuna industry
ich has itself achieved a phenom-
l growth during the years since
rld War II. A large and modern
t of tuna clippers and purse sein-
are providing French Sardine Co.
h the tuna which is packed under
Star-Kist label.

J. Bogdanovich Leads ench Sardine Staff

The new cannery was created from
ideas and efforts of the entire
nagement: Joseph J. Bogdanovich,
sident; Mrs. Martin Bogdanovich,

I. J. BOGDANOVICH
sident, French Sardine Co., Inc.

ow of the founder, vice presi-
t; John P. Tripps, secretary-
asurer; Nicholas Trutanic, pro-
tion manager; Joe M. Bogdan-
h, general superintendent of oper-
ns; John Xitco, plant manager for
nch's affiliate, High Seas Tuna
king Co. in San Diego; Louis
ka" Bogdanovich, superintendent
the new cannery; Vince Marich,
nt engineer; Robert Pedersen, di-
or of research; Bonnie Quinn,
f electrician; Andrew Trutanich,
erintendent of Plant 1; Dominic
enzi, Plant One Warehouse Fore-
n.

n the new plant Adam Reid is in
rge of quality control; Nick Bog-
ovich is fishroom foreman, Chris
rdesich, packing room; Louie Buda,
ehouse foreman.

This is a fish cannery—not an art museum—and behind this tuna portal operates the largest and latest fish packing plant in all the world.

43,200 Square Feet For Tuna Packing

The plant's giant packing room, 43,200 square feet, containing seven major tuna lines (and one grated line) is considered to meet all the highest standards of sanitation, efficiency of operation, lighting and workers' morale. From this room, and the supplementary production of unloading, thawing, butchering, cooking, cooling, retorting and labeling, all housed in their own compartments, can come in an eight-hour day the production of 14,000 cases, 350 tons of raw tuna, or 672,000 cans of Star-Kist. This is undoubtedly the greatest production capacity of any one tuna cannery in the world today.

The clue to much of the success of the cannery lies in the application of spaciousness and the continuous flow of tuna handled without interruption or interference from lack of space and the handicap of crowded working conditions. It is a cannery built for TUNA and tuna alone, to produce a pack that meets all standards of modern food production.

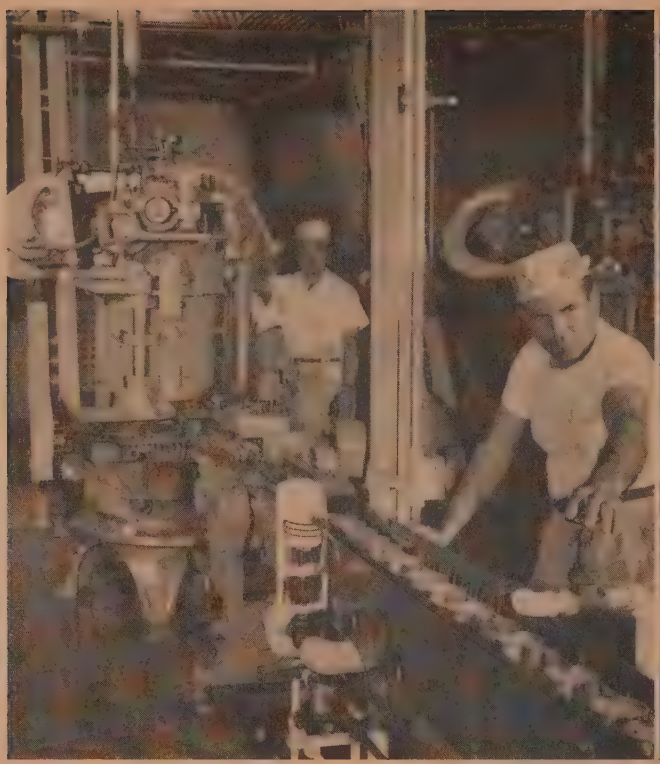
The unloading of tuna at the two 210x20 piers, accommodating four vessels at a time, is not delayed by crowding of vessels in a limited unloading area. The piers and the fluming of tuna in general were the responsibility of Vince Marich, chief engineer for French. Here are to be found the first installations of Fairbanks, Morse pumping and weighing equipment—in fact the new plant is almost 100% F-M, a company which has supplied pumping equipment to Terminal Island plants since the first years of Martin Bogdanovich's activity in the tuna and sardine industry.

20 Tanks for Thawing Tuna

Each unloading dock has a 5" pump, ball-bearing, operated by 20-hp. electric motors. Each has a capacity of 1,000 gpm., providing fluming water from the head end of the dock to the placement of tuna in the 20 thawing tanks, each with a 10-ton capacity. Salt water from the bay is pumped to these open-air tanks by two F-M pumps, driven by 30-hp. motors. They also serve as standby auxiliaries at the flumes. All pumps doing sea-water work are marine-fitted, with monel shafts, etc. The motors used here, as well as all electric motors in the Star-Kist plant, and they are more than 90% Sterling, are totally enclosed and air-cooled.

Each dock is supplied with Fairbanks-Morse scales, one on either side

MRS. MARTIN J. BOGDANOVICH
Vice President, French Sardine Co., Inc.



Can-oiling system with its instrument-controlled oil temperature is shown in the left picture as the fil cans pass into one of the 16 Continental Can Co. steam turret closing machines for sealing. . . . One of four butchering tables is shown on the right. Note the elevating conveyor to the left of the receiving h per, provided for the return to thaw tanks of fish still partly frozen. Note perforated paper liners for cooki baskets, to reduce task of cleaning baskets and loss of fish in cleaning.

of the scalehouses which are built 15 feet above the dock. Fish are drained on the conveyors and are partially washed by the fluming water. There is also a spray located at the bottom of each slat conveyor to wash the tuna. Fluming water is carried underground, after it has served its purpose, to a sump and passes through a filter before it is returned to the city sewer system.

As the tuna passes toward the tanks by overhead flume, a foot release by the "tank man" sends fish to thawing tanks. Otherwise they go directly to the butchering table and if found to be not sufficiently thawed, they are returned by slat conveyor to the tanks. Each tank has its own gate, and from it fish are released to concrete flumes, and to slat conveyors leading to one of the four butchering tables.

Chain, drives and motors for the conveyors from the tanks to tables and return to tanks were supplied by the Power Transmission Equipment Co. which also built all other such transmission equipment for the new Star-Kist plant.

No Floor Thawing of Tuna

The system of thawing and conveying of tuna in use at the new plant eliminates the thawing of tuna on the floor of the cannery and permits the butchering of tuna while fish are at a relatively uniform temperature and allows the use of a uniform precook temperature control.

Each butchering table, and there are four, consists of a slat conveyor and was designed by the staff of French to minimize hand-handling. Each table has its own drain for rapid moval of washdown and process water.

At this point in the flow of t from tank to table, the great adv tages of the engineering of the pl for space and elbow-room come i prominence. The routing of ra

NICHOLAS TRUTANIC
Production Manager, French Sardine Co., Inc.

DONALD P. LOKER
French Sardine Co. director public and labor relations.

Congratulations and our very best wishes for continued success, to **FRENCH SARDINE COMPANY,** whose new packing plant is a great contribution to the advancement of the tuna packing industry.

National Steel and Shipbuilding Corporation, which supplied all of the structural steel, is proud to have had a part in this outstanding achievement.

NATIONAL STEEL AND ★ SHIPBUILDING CORPORATION

Harbor Drive at 28th San Diego 12, California

J. G. SCHARER
Sales Manager
French Sardine Co., Inc.

filled with tuna from tables to cookers proceeds without interruption. There is plenty of space for rack storage and racking can be accomplished rapidly without the interference of empty racks. The room, as have all other rooms in the plant, has a high ceiling with plenty of air and light. There is a Fairbanks-Morse scale at each shipping door (two of them) for handling fish arriving by truck or other means.

The bearings on the butchering tables, and elsewhere in the production line, are especially sealed to withstand high pressure steam and water.

13 Double-Door Cookers

Serving the battery of tuna cookers, considered to be the largest in any tuna cannery to date, are ramps for "waiting" racks. The 13 double-door, double-row cookers, 42'6" long, hold 30 racks each and will handle between 100 and 150 tons of fish per cook, depending on the size of the fish. They were constructed by the Atlas Welding & Mfg. Co. of Long Beach. Precise control of cooking is secured through recorder-controllers, with the temperature held within a degree in the cooking cycle.

Filed chart records provide the fish-room foreman with an accurate check at all times on the amount of fish per cook, the size of fish, source, initial temperature and the length of cooking.

Beginning with the cooking area, for drainage purposes the floors of the new plant are constructed with an ⅛ foot slope, extending through the cooling room and into the packing area.

And now to the cooling room—14,400 square feet, with its 15-foot ceiling and access to and from by fire-doors. The ventilation system, designed for quick and even cooling, is by screens through louvres. Suction fans remove the hot air from the cooling tuna. Here again the sloped floors have deep drains covered by gratings.

For the handling of empty cooking racks, after they are unloaded at the head of each of the packing lines, the French staff designed a chain conveyor for returning the empty racks to the cleaning room, the first time such a handling has been in use in a tuna cannery. As the chain conveyor carries the racks along the outside wall of the building (east side), they are washed by spray which gives each rack a thorough cleaning after each use.

Seven Major Packing Lines

The impression of vast space a freedom of movement by workers a moving equipment is no more evide in the plant than in the packing ro with its seven 121' long packing li and the more than a mile of Sandv stainless steel belting working those tables. Cooked fish, placed the top side of the lower belt, removed, as they are needed by ea cleaner, and placed on her stainl steel table. A chute is provided each table through which passes the scrap to the return side of lower belt. It is carried to the end the line — in the opposite direct

Expert women in the upper view work at the terminal of the loin be selecting those loins best suited for fancy pack and the Pak-Shape and those for the chunk and flake fillers, one of which is seen in t central background. Lower view shows one of the Pak-Shapers d charging filled cans to the final inspection table where trained speci ists examine all cans and periodically check them for precise weig

Star-Kist

The Tuna of the Stars

Watchful effort in packing and testing has maintained our *"Flavor First"* standards of quality and is keeping our brands the most preferred of canned fish in America.

PACKED BY
FRENCH SARDINE CO., INC.
TERMINAL ISLAND CALIF.

FRENCH *Sardine Company, Inc.*

TERMINAL ISLAND, CALIFORNIA

f of the tuna preparation section in Star-Kist No. 4. Each of these lines serves two automatic can filling chines at the far right—one for fancy pack and one for chunks or flakes. The loins are carried to the fillers on wide stainless steel belts—more than a mile of it in this one room.

n the moving tuna, where it is ied into a continuous floor screw veyor and is removed from the t by elevator to an overhead. e French Sardine dump trucks y the scrap to Plant III for re- ion.

ach packing table has its own con- e waste trough beneath it. The e of the troughs is from the mid- of the packing room to the front rear of the room, so that floor n can be directed to the grated conveyor and pumped from the p for de-watering on a revolv- screen by two vertical 4" sump ps, operated by 20-hp. electric ors mounted on top.

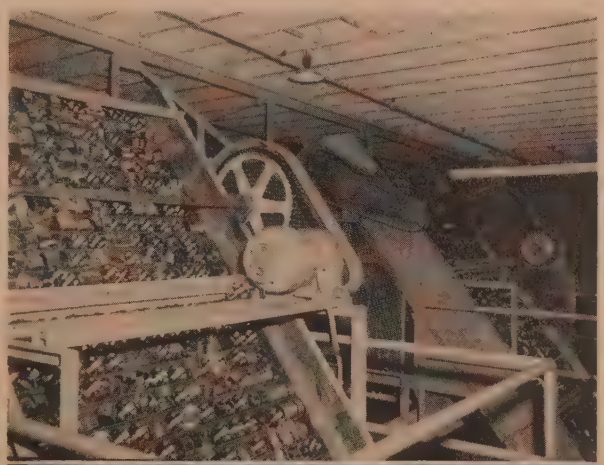
ne floor of the packing room is rned between each of the tables, ¼" per foot slope toward the ghs.

Automatic Tuna Packing

nd now back to the cleaning tables packing lines: Loins are carried he top stainless steel belting to er a Pak Shaper or a Pak Former. tables have been constructed so the inspection of the loins is e with a minimum of handling. re is a noticeable absence of ex- supports in the structure of the es which is a great factor in the degree of sanitation in the plant. ports are all of round-pipe con- ction.

ose loins destined for solid pack removed near the head of the ning line. Chunk pieces pass ugh a diamond-shape chunk cut- designed by the French staff, op- ng directly on the stainless steel ng in continuous movement—no and go—an integral part of the ing procedure.

lid pack loins are routed on a rene belt on the Pak Shaper; pre-



Empty can handling, right, and distribution is displayed in this panel of three pictures.

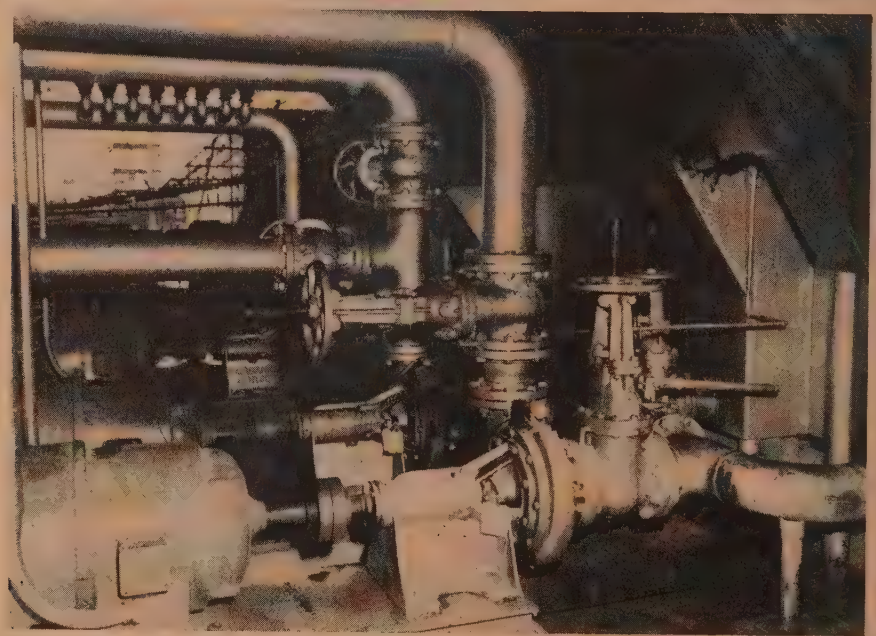
Top view shows empty cans near the "hump" of the system, which is patented by French Sardine Co. and fabricated by Five Point Engineering Co.

"Unscrambler" uses magnetism and vibration to arrange the cans in line, and right side up.

Empty can supply for the 16 closing machines is distributed by these twin systems of eight cable conveyors in two levels of four each.

Best Wishes
to the
French Sardine Co.

FROM THE SUPPLIERS
OF YOUR PUMPING and WEIGHING EQUIPMENT



FAIRBANKS, MORSE & CO.

Manufacturers

WATER SYSTEMS — PUMPS — ELECTRIC MOTORS — SCALES
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4535 South Soto Street, Los Angeles 58, (Vernon) California, Telephone JEfferson 8151

ixt Shapers and Seamers—Where Star-Kist tuna from the double row of Pak-Shapers and Pak-Formers e Shapers are hidden by the chunk-filling Formers) on the left is inspected for the last time, then receives nded salt and "Ac'cent," and finally its charge of salad oil before the can is closed in a steam-produced cuum. Ten of the 16 lines are shown here. The diagonal boxes in the upper left are automatic empty washers which thoroughly wash the cans in the last instant before they enter the filling machines.

chunks continue on stainless steel ing elevated to reach the Pak-mer, which has a capacity of 235 s per minute. The Pak-Shaper as out 120 cans.

ight Eriez magnets have been in-led on the chunk packing lines for oval of "tramp" metal, as the nks pass to the automatic packing hine.

he magnitude of the production of a in the new plant is indicated by number of automatic tuna packers ork: seven Carruthers solid pack- (six ½ lbs. and one ¼ lb.); four ruthers chunk packers; three ndard Iron C and F fish packers, lb.; and one ¼ lb. C and F fish ker.

e Grated Line

addition to the seven major lines, e is a Number Eight line which ks grated tuna, which, placed in nless steel pans on the packing es, is dropped into carts which rolled to Number Eight line for ection and then packing by a C F packer.

he empty can handling system and can washer at work on each line inates all hand-handling of cans. design of the unscrambler is nted by French Sardine Co. and unscrambler was fabricated and alled by Five Point Engineering pany.

riefly the sequence of the empty system is this: cans are removed by hand in the can-unloading area and are fed via hopper to two five-foot wide flight elevators which discharge them into the two high speed empty can unscramblers. This completely automatic overhead unit unscrambles the cans and ultimately discharges them, open top up to a can distributing system that single files them into eight individual lines leading to eight cable conveyors. The cans are brushed off these conveyors

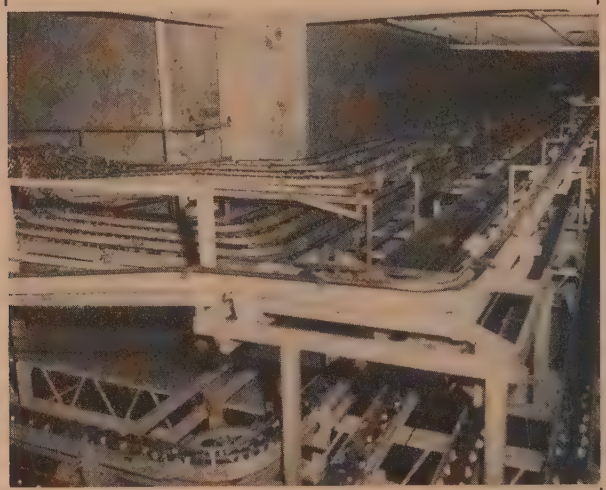
Here Star-Kist tuna is pre-cooked —150 tons of it at a time—in 13 Atlas double-row cookers each holding 30 racks.

Racked tuna, waiting for the cookers, in the great 34,200 sq. ft. room where butchering and pre-cooking takes place. Note the new-type lightweight racks made of steel tubing.

In "Tuna's Finest Home"

(French Sardine Company's Plant No. 4)

It's
FIVE POINT ENGINEERING
Cannery Equipment



16 overhead empty can conveyors feeding 16 can fillers

16 lines from warehouse to fillers—from closing machines to full can washer. Also five carousel-type storage cable conveyors for high-speed labeling in warehouse.

"We Are Sincerely Proud of the new STAR KIST plant."

FIVE POINT ENGINEERING CORP.

2467 E. 57th St.
Los Angeles 58, Calif.

engineering new installations rebuilding

CONGRATULATIONS TO STAR KIST

Our part in the world's largest tuna cannery: twelve 42'6" double cookers

ATLAS WELDING & MANUFACTURING CO.

2200 West Pacific Coast Highway
Long Beach 10, Calif.

Manufacturers of RETORTS, PACKING TABLES, CLEANING TABLES, RETORT BASKETS, TUNA RACKS, CONVEYORS, TANKS, EXHAUST BASKETS

Congratulations to

FRENCH SARDINE CO.

UPON THE COMPLETION OF YOUR NEW TUNA CANNERY

We Are Complimented That Our Equipment Is Being Used in Your Modern Plant . . .

●

E. H. CARRUTHERS CO.

"PAK-SHAPERS & PAK-FORMERS"
PO Box 1332
Warrenton, Oregon

d roll by gravity into one of sixteen
ve Point stainless steel washers,
ding to the chunk and solid pack
rs.

Electric conveyor controls have
en installed throughout the can-
ndling system in order to regulate
d control the flow of cans on the
nveyors.

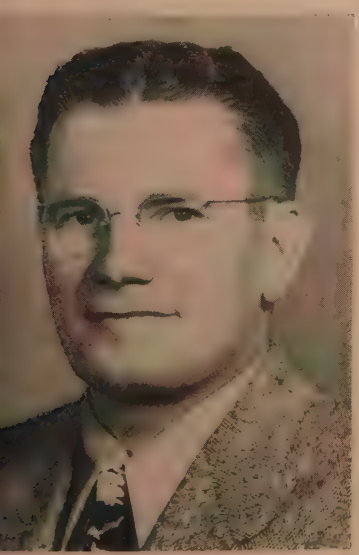
With tuna now in the cans, inspec-
n again comes into the spotlight.
nat re-packing is necessary is done
er weighing and the cans of tuna,
id and chunk, pass under Salter
chine Company dispensers for a
xture of "Ac'cent" (monosodium
utamate) and finely-ground Leslie
t.

SG and Salt ispensed Together

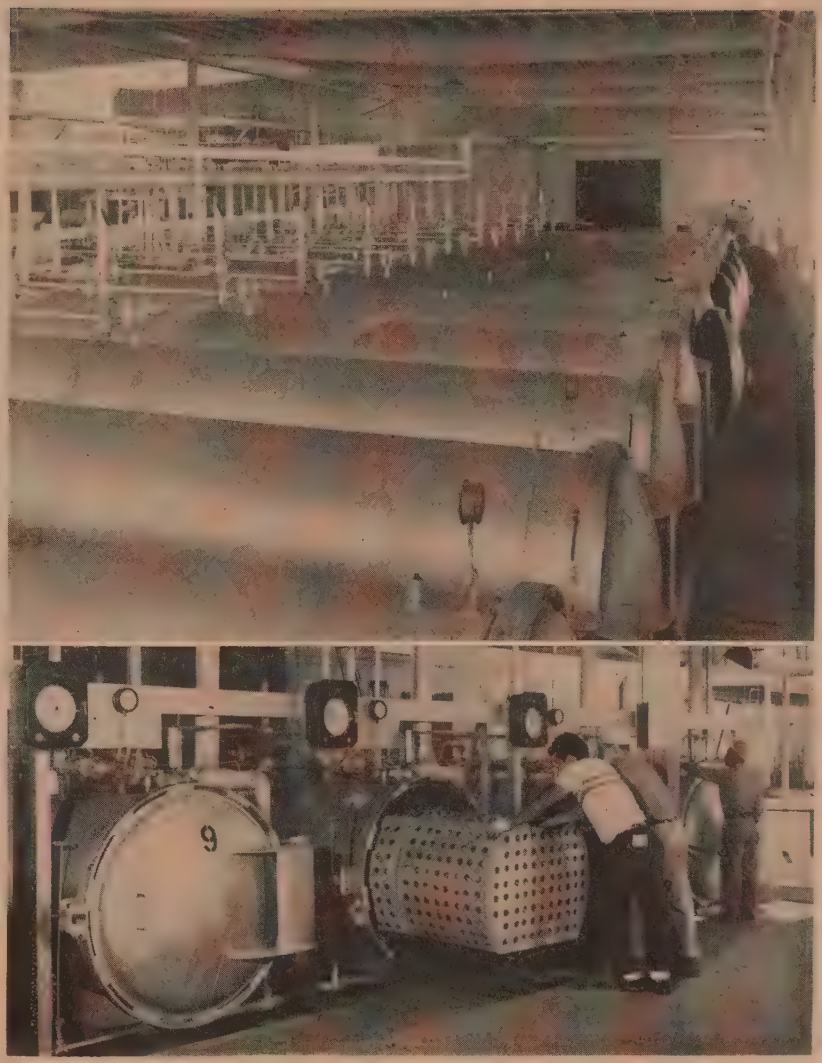
Each of the seven major packing
es, dividing into two sections at
point of pack selection, has its
n circulating oil system, making,
course, 16 in all. Each has its own
ervoir, heat exchanger, rotary
mp and draining system, and each
s its own automatic temperature
ntrol. Two 30,000 gallon tanks pro-
e the soy bean oil (olive oil for
no), working with two 1½ oil
mps, via overhead piping into the
nt.

Sixteen Continental Can closing
chines, CR-415 turret steam-clos-
high speed, seal the cans which
taken by boosters to Five Point
can cable conveyors. The closing
chines are the first to apply
aight-line operation in a tuna can-
y. Previously cans entered the ma-
nes at an angle.

The full cans are carried overhead
ough the wall of the packing room
the retort area and after brush-off
routed by gravity to what is an-
er unique innovation by the French
rdine staff, a full can washer



JOE M. BOGDANOVICH
General Superintendent, French Sardine Co.



In the retort room—which isn't really a room, having only a roof and screen sides for full ventilation. There are double-ended United retorts with Harris doors and precision instruments for recording full facts of the process cook.

through which pass all 16 lines. In this enclosed washer, 14 feet wide and 22 feet long, the temperature is controlled at 180 to 200 degrees and the pre-wash, wash and rinse are accomplished by high pressure jet sprays of a detergent solution. Sides and tops are sprayed in this manner and the cans continue on their way in the 16 gravity conveyors to feed baskets ready for retorting.

The retort room, roofed and with screen sides, contains 12 double-end retorts, supplied through the United Sales & Engineering Company, using Harris Quick-Opening doors. Here there is ample room for cooling after retorting and for moving the retort baskets to the labeling room which occupies the eastern portion of the vast warehouse.

Five Labeling Lines

By push-button electric control the baskets are dumped into the dome-type full can unscrambler, designed and built by the French staff. With the emergence of cans from the unscrambler, a labeling system, installed by Mailler Searles, Inc., takes over. There are five labeling lines, four for ½ lbs.; the fifth for ¼ lb. cans.

On each line Standard Knapp booster Model 330 discharges cans into a carousel-type cable conveyor, built by Five Point Engineering Company. Cans are carried, then to a Standard-Knapp type A heavy-duty labeling machine with a continuous label feed, passing through a can ejector which ejects defectively labeled cans. This machine automatically detects and ejects out of the line, without stopping the line, any can that does not have a label or that is loosely labeled, carries a double label or that is a dog-ear.

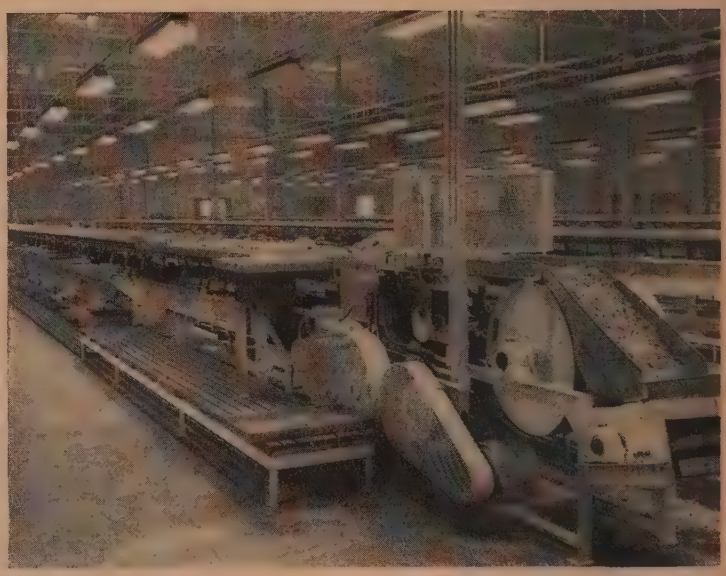
Cans then go to a Standard-Knapp Model F can packer where they are

Congratulations and Best Wishes to

STAR-KIST

The World's Largest and Newest

TUNA CANNERY



We are proud to have been the manufacturer of the cleaning table lines, as shown here, which comprise over one mile of stainless steel conveyor belting, as well as the major supplier of all motors, drives and conveyor equipment for the entire Star-Kist plant.

POWER TRANSMISSION EQUIPMENT COMPANY

4501 FIRESTONE BLVD. • LOGAN 5-8391 • SOUTH GATE, CALIF.

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Pacific Telephone

UNITED SALES & ENGINEERING COMPANY

at FRENCH SARDINE COMPANY'S No. 4 PLANT *(world's largest tuna cannery) we equipped the 12 Retorts with the new sensational*

HARRIS **QUICK-OPENING DOORS**

for Safety All-Steel

Built to A.S.M.E. Code specifications.

4 Seconds opening or closing

In addition we supplied the retorts and cookers

Write or Contact . . . . **Harry Reed**

8705 Crocker Street • Los Angeles 3, Calif. • TH. 0570

na in tin—
s a story
capacity,
f i c i -
ncy and
e c h a n -
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t o r t bas-
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d sealer.

ed, discharged on a belt conveyor rying the cases to a Standard- pp 429 top and bottom gluer re they are sealed by a compres- unit.

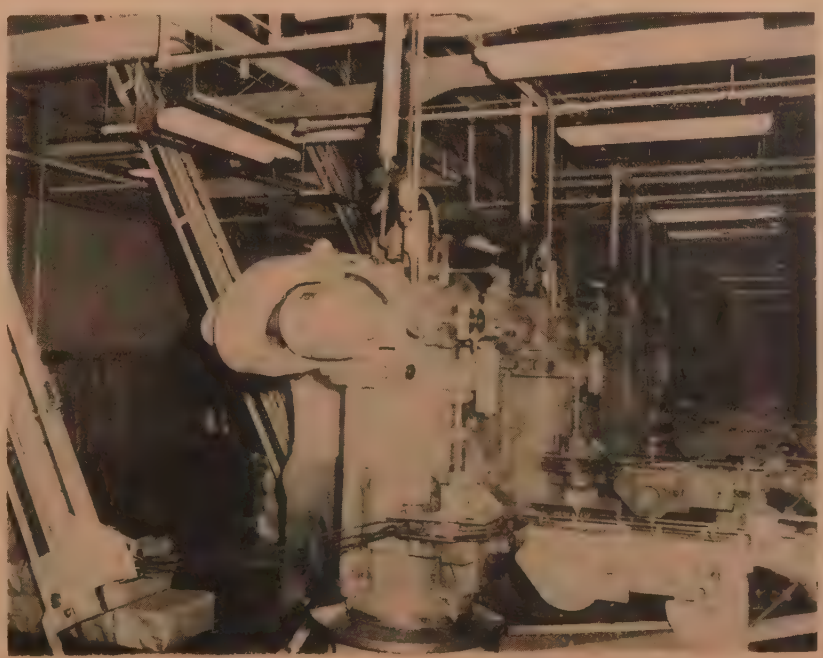
I. A. Nishkian & Co. provided com- e engineering for the new Star cannery and supervision from t to finish. Mr. Nishkian and his f chose the site of the new can- y because it provided ease of ac- and docking and the opportunity straight-line production of canned a. The area filled by the Harbor partment was approximately 400 x some 350,000 cubic yards of fill. complete structure is supported piles—approximately 600 18# cre- ed timbers were driven.

½ Acres Under Roof

he construction of the new $1,000,- Star-Kist building is of pre-cast nforced concrete walls built by hl Calhoun Company, and puts ap- ximately 4½ acres under roof. It one of the largest constructed in thern California using the tilt-up hod. The exterior walls and divi- walls are of reinforced concrete h pre-cast wall panels and poured lace concrete columns between the els.

he concrete floors were poured as n as the foundations and under- und piping were comp'eted. The -cast wall panels were then cast a horizontal position on the floor. h panels vary in size from 20 feet to 25 feet wide to 22 feet to 34 feet in height. When the panels were sufficiently cured, they were raised into their vertical position on the foundations with 40-ton capacity cranes and temporarily braced. The reinforced concrete columns were then formed and poured between the panels. Star-Kist's new home has the largest pre-cast wall panels ever cre-

Sixteen Continental Can Co. high-speed turret steam jet closing machines in Star-Kist No. 4. They are the first straight-line machines of this type to be installed in a tuna cannery.



CONGRATULATIONS to..

French Sardine Company's new Star-Kist Tuna Packing plant #4

. . . the largest, most modern of its kind in the world . . . a miracle of mechanization . . .

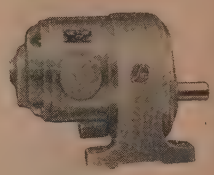
Sterling Electric Motors, Inc., is proud to have been selected as the supplier of over 300, or more than 95%, of *all* the electric power drives in this plant, and takes this opportunity to express its appreciation of the confidence French Sardine Company places in Sterling Electric Power Drives.

STERLING ELECTRIC MOTORS

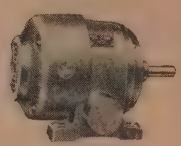
Plants: New York City 51; Van Wert, Ohio; Los Angeles 22; Hamilton, Canada; Santiago, Chile.

OFFICES AND DISTRIBUTORS IN ALL PRINCIPAL CITIES

Speed-Trol Variable Speed Electric Power Drives



Slo-Speed Geared Electric Power Drives



Klosd-Tite Totally Enclosed Constant Normal Speed Motors

Best Wishes . . . Sincere Congratulations to the new

STAR-KIST Tuna Cannery

E. I. du PONT de NEMOURS & CO. Inc.

4250 Atlantic Ave. Long Beach, Calif.

L.B. 407475

DUCO, DULUX paints, varnishes and enamels

"Chemically engineered to do the job better"

WOHL CALHOUN COMPANY

General Contractors

For the NEW

FRENCH SARDINE TUNA CANNERY

"The Outstanding Achievement in the Tuna Industry"

845 N. Highland Ave. **Los Angeles, Calif.**

To the fine, new tuna cannery of

STAR-KIST, Plant No. 4

Our HEARTY CONGRATULATIONS!

Murphy's House of Color

Bill Murphy, Specializing in Industrial Painting

1120 Atlantic LB 35-1213 Long Beach 13, Calif.

CONGRATULATIONS to the

FRENCH SARDINE CO.

On the Completion of Tuna's Finest Cannery.
We are proud to have made our contribution

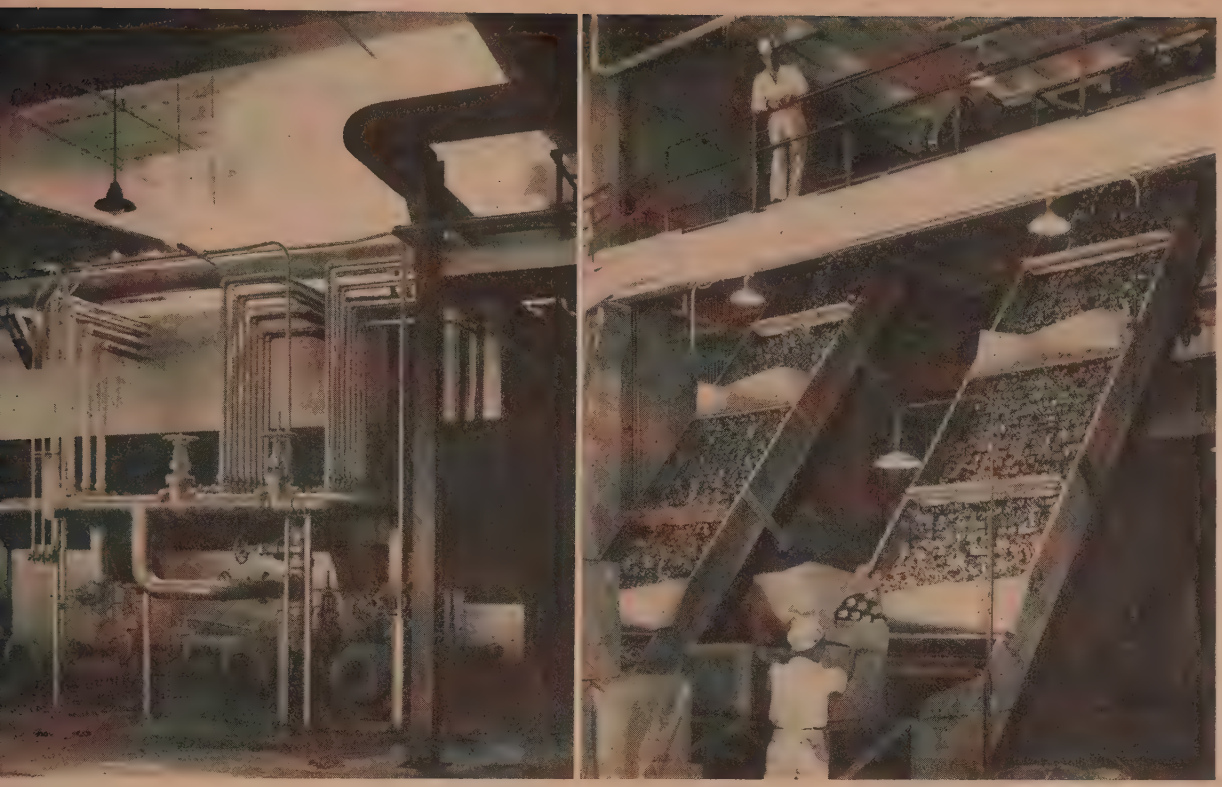
WELDED MESH PRE-COOK TUNA BASKETS, so constructed that at no time does the mesh of the basket touch rack or floor. This construction gives longer wear and durability.

FANNER METAL PRODUCTS CO.

Coleman Division

2053 E. 38th St. **Los Angeles**

Wire & Metal Fabricators



VO OUTSTANDING FEATURES—The can washing and empty can handling systems are among the most table aspects of Star-Kist No. 4. On the left above is the gigantic can washer where cans from the 16 amers are thoroughly washed and rinsed. High-pressure hot water and detergent solution is handled three 5" Fairbanks-Morse pumps, each driven by a 40-hp. motor. . . . Empty cans are received in sanitary per packages from the Continental Can Co. factory on Terminal Island only a few hundred yards from Star-Kist No. 4, and are carried into the canning process by these two elevators.

d by the pre-cast tilt-up method. structural steel interior columns l steel trusses, supplied by National el and Shipbuilding Company of s Angeles and San Diego, form an egral part of the new building. The f is constructed of long span steel trusses with wood joist and wood sheathing.

All the smooth concrete floors in the working areas have emery grits applied into the surace as a precaution against slipping. Doors throughout the working area are either steel-rolling or hollow metal with metal jambs.

In the main entrance hall is a mezzanine floor with one complete wall of glass for visitors to view the packing operations in the plant.

ANDREW TRUTANICH
Plant No. 1 Superintendent, French Sardine Co.

60,000 Lbs. Steam Per Hour

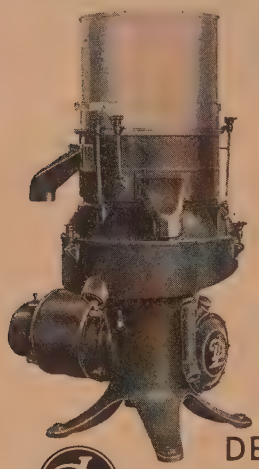
The plant receives steam from the Canners' Cooperative Steam Corp. The approximate amount of process steam throughout the plant approaches 60,000 pounds per hour. A special industrial water system was designed to provide adequate water at all times. One 25,000 gallon water storage tank is used for the sprinkler system; another for process water. Five-inch pumps were provided to boost city pressure on fresh water needs in the cannery. They are driven by 40-hp. electric motors, 1700 rpm., delivering 1000 gpm. sea water.

The cannery's utility compressed air is supplied by three Ingersoll-Rand Model 15 T type 30 two-stage vertical three-cylinder air-cooled air compressors. Air compressors, electrically operated, are used to provide forced air into retorts and instrument air.

This installation is a departure from the usual air compressor setup—normal practice calls for a single water-

JOHN P. TRIPPS
Secretary-Treasurer, French Sardine Co., Inc.

Rx FOR GREATER PROFITS ...Install De Laval Centrifuges



The De Laval System for handling fish press liquor includes three units:

1. The De Laval-Bird Meal Recovery Centrifuge
2. The De Laval "Nozzle-Matic" Separator for recovering oil from meal and
3. The De Laval Oil Purifier for dehydrating and polishing the recovered oil.

All of these, plus appropriate head tanks, heating devices and controls, make the finest "prescription" a fish oil and meal operator can "take" for increasing his operating profits. The oil that they finally produce is stable, low in FFA, light in color and high in potency.

DE LAVAL PACIFIC COMPANY 61 Beale Street, San Francisco 5, Californi

DE LAVAL fish oil separators

SALT

That Has Stood the Test for Over 45 Years

All Grades :: High Quality :: Fair Prices

Long Beach Salt Co.

2476 Hunter Street, Los Angeles 21, Calif.
PROMPT SERVICE BY TRUCK OR RAIL
PHONE: TUcker 1424

WE ARE PROUD TO HAVE HAD A PART in Supplying Equipment for —

FRENCH SARDINE CO's PLANT No. 4

World's Largest Tuna Cannery and Home of

Star Kist Tuna

REGENT MFG. CO.

11905 Regentview DOWNEY, California
Phone JE-3225

For a Splendid Achievement

STAR KIST PLANT NO. 4

(French Sardine Company)

Our Most Sincere Congratulations

CECIL BAYS & COMPANY

J. J. CAMILLO

Wholesale SEA FOOD Broker
935 W. Harbor Drive, SAN DIEGO 1, California
Maritime Agency
★ BROKER and AGENT ★
Phone Franklin 5189

NUTTALL-STYRIS CO.

825 Columbia FISHERY SUPPLIES San Diego 1 Calif.

ooled air compressor of 40-hp. Since
ngersoll-Rand's development of the
5T air cooled machine in 3-cylinders,
or the first time a 15-hp. machine
as available for heavy-duty service.
was decided, then, that three in-
vidual machines would insure a more
onstant reliable air service. The ma-
ines are entirely automatic.

Star-Kist's new home is all-electri-
lly operated with remote controls,
work of art in planning, installa-
on and equipment. Under the direc-
on of Bonnie Quinn, French's chief
ectrician, the experience of all the
aff was pooled to secure just the
ght kind of equipment and installa-
on. A careful selection of switches,
ntrols, motors and circuits was made
operate under the most severe of
nditions. For example, conduits had
be protected from steam and water
uring washdowns and each motor
ad to be equipped with water-pro-
cting devices. Vapor-tight fixtures
ere used for lighting, where moisture
as present.

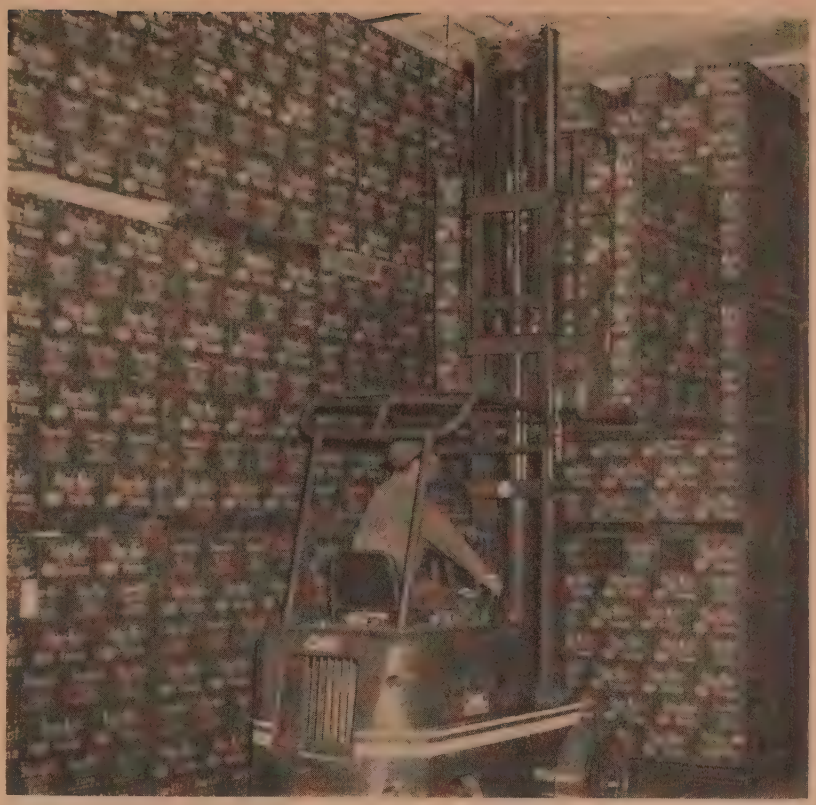
00 Push Button Stations

All push-button control stations,
d there are 400 of them in the
ant, are water and vapor-tight.

All electrically operated machines
e connected in sequence to operate
here, if one machine stops, it will
op the preceding one. In this way,
machine can be jammed or fouled
production. The operation is started
ain automatically as soon as the
ult is cleared. In this way maximum
oduction on the packing lines is
cured.

In conduit runs to electric motors
id conduits were used, making for
safe and strong job. All conduit
ns from a panel are all plombed
d put in line with each other to
ake a symmetrical installation,
oiding cross-overs of conduits.

Size of the electric motors, and
ere are 320, range from ½ hp.
n salad oil pumps) to 50-hp. Ap-
oximately 90% are the gear-head



This picture seems to tell a lot—about volume of tuna packed in Star-Kist No. 4—about modern warehousing, with cases stacked 21 high—and about today's labor-saving mechanization of palleting, carrying, handling and piling.

type. Since all motors are three-phase, 220-440/60-cycle, the cannery has a standard motor installation throughout. All motor circuits are tagged and marked with metal tags which have been run through an embossing machine to properly letter and mark them.

All salad oil, steam, hot and cold water, air as well as lubricating oil (an Alemite system) are pumped by overhead to points of destination and application.

The floor drainage system, accessible and easily cleared, is a great factor in the outstanding sanitary conditions of the new plant. Flume water and plant drainage converge in a sump outside of the plant where a rotating de-watering screen filters all water before it is returned to sewer. What is salvaged goes to reduction. A four inch pipe line, underground, carries stickwater (from the cookers) to Pacific Processing Co. a few blocks away.

me idea of e unstinted ace in the ar - Kist 4 arehouse, well as its o d e r n uipment is nveyed by s view of ne of the ur Stand- d - Knapp sing and aling lines automatic achinery.

Color Conditioning

High among the innovations incorporated in the construction of the plant is the functional use of color, "Color Conditioning," a development of the duPont Company. The research of this company found that dark colored, light-absorbing machines, plus excessive contrasting wall and ceiling areas, made accurate work extremely difficult.

To tailor the concepts of the duPont "color conditioning" to the specific requirements of the French Sardine Co., an on-the-spot study of the plant operation was made by duPont Finishes Division representatives.

Large working areas, including the butchering, cooking and packing rooms were finished with white ceilings. Upper walls were painted with duPont light green and a dado of medium green was used. This combination minimized glare and produced a uniform seeing field through a fixed brightness ratio.

The cooling room presented a problem of extreme condensation with expected excessive mildew conditions resulting. DuPont Packinghouse enamel oyster white was used in this area. An addition of non-toxic fungicide, known as Cunilate, was incorporated in the enamel.

Quality control is paramount at Star-Kist No. 4. Here is Robert K. Pedersen, director of research, in the French Sardine Co. laboratory.

The plant lunch room and ladies' facilities are finished in combinations of peach and terra cotta. The dispensary and treatment room were finished in white; for the men's wash room, medium blue, for a dado, and ivory on the upper walls and ceilings was chosen.

The French Sardine Company is particularly proud of the fine employees' facilities in the plant, the medical suite, music by public address system, the forced ventilation which, changing the air every two minutes, provides a good working temperature. In the minds of those who have inspected the plant there is no doubt that in these respects, as well as in all others, Star-Kist No. 4 has set new standards for the fish-canning industry.

This, then, is Star-Kirst No. 4, an outstanding achievement in design, construction and equiment—a plant in which French Sardine Co., and indeed the entire tuna industry, can take pride.

Star-Kist No. 4 is notable not only among tuna canneries, but among fisheries canneries of all sorts; and will rank with the finest among food-packing establishments of any kind.

It stands as a declaration that a fish cannery can be a thing of industrial beauty, and without sacrifice of the power to be profitable.

Star-Kist No. 4 stands as a monument to Martin Bogdanovich; as a testimonial of faith in the future of tuna, and of California as its capital.

It breathes something of the Pacific fisheries' Tomorrow.

AT THE NEW STAR-KIST PLANT AND
THROUGHOUT THE GREAT FISHING
INDUSTRY THE FIRST CHOICE IS CLARK
INDUSTRIAL TRUCKS FROM...
BRAUN
ANgelus 9-2125
ROBERT H. BRAUN Company
5519 Jillson Street
LOS ANGELES
Fresno • Phoenix • San Diego
Material Handling Equipment
CASTERS - WHEELS - CONVEYORS - HOISTS - TRUCKS, etc.

y People at Star-Kist 4 eft to right: Ann Matu-, and Adam Reid, ality control depart-nt; Antoinette Vlahov, ad forelady; Louis "Lu-" Bogdanovich, Plant 4 perintendent; Vincent rich, chief engineer, French Sardine Co.

Supply Firms For Star-Kist No. 4, and Their Parts in the Enterprise

as Welding & Mfg. Co.
22 Pacific Coast Highway, Long Beach, Calif., Fabricators of cook-rs.

bert H. Braun Co.
519 Jillson, Los Angeles., So. Calif. nd Arizona, Exclusive Dealer for Clark Equipment Co.

rruthers, E. H. Co.
Warrenton, Ore., Pak Shapers; Pak Formers.

ntinental Can Co.
120 Wilshire Blvd., Los Angeles, Calif., Closing Machines.

Pont Paint Service Store
250 Atlantic Ave., Long Beach, Calif., duPont Color Conditioning.

rbanks, Morse Co.
535 Soto, Los Angeles, Pumps and Scales.

Fanner Metal Products Co.
Coleman Division, 2053 E. 38th St., Los Angeles, Cooking Baskets.

Five Point Engineering Corp.
2467 E. 57th St., Los Angeles, Empty and Full Can Handling.

International Minerals & Chemicals Corp.
Amino Products Division, 1250 Wilshire, Los Angeles Calif., Ac'cent (Monosodium Glutamate).

Bill Murphy
1120 Atlantic Ave., Long Beach, Calif., Painting Contractor.

National Steel & Shipbuilding Co.
417 S. Hill St., Los Angeles, also San Diego, Structural Steel.

Martin A. Nishkian Co.
2360 American Ave., Long Beach, Calif, Consulting and Planning Engineer.

Power Transmission Equipment Co.
450 Firestone Blvd., Southgate, Calif., Chains, Drives, Motors, Cleaning Table Fabrication, etc.

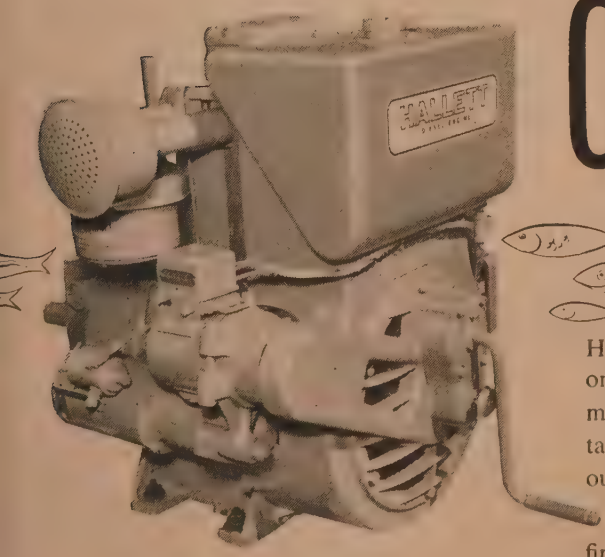
Regent Mfg. Co.
11905 Regentview, Downey, Calif., Unloading Buckets, Cooking Racks, De-Watering Screen.

Sterling Electric Motors, Inc.
5401 Anaheim-Telegraph Road, Los Angeles, Calif., Electric Motors.

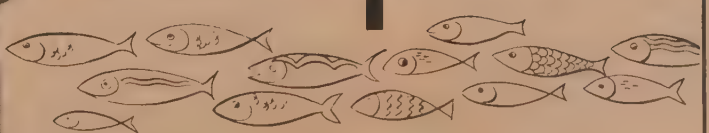
United Sales & Engineering Co.
8704 Crocker, Los Angeles, Calif., Harris Quick Opening Doors; Cookers, Retorts.

Western Air Compressor Co.
16100 Hawthorne Blvd., Lawndale, Calif., Ingersoll Rand Air Compressors.

Wohl-Calhoun Co.
845 N. Highland Ave., Los Angeles, Calif., Precast Concrete Building.



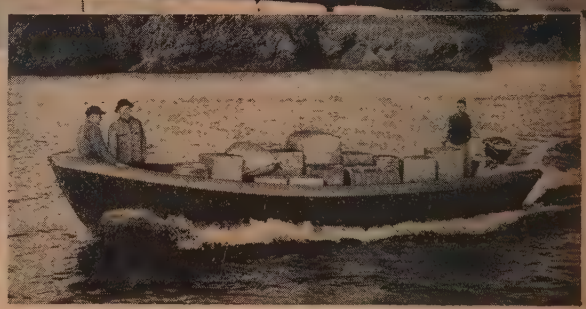
compact



Hallett Diesels are the most compact power plants—only 24" high, 14½" long, 18" extreme length over muffler, and extreme length over crank and power take off shafts 26⅝"—5 full shaft BHP with continuous operation—7 shaft BHP for intermittent operation. Other Hallett Diesels to 18 HP. Write today and find out why compact Hallett Diesels will do a better job for you.

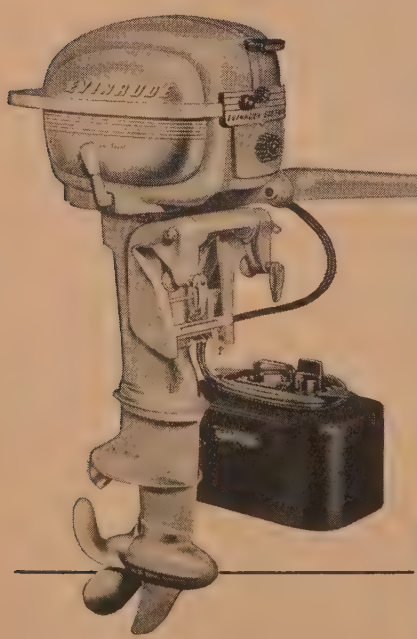
HALLETT MANUFACTURING COMPANY
World's Largest Manufacturer of Low Horsepower Diesel Engines.
1601 WEST FLORENCE AVENUE • INGLEWOOD, CALIFORNIA

THEY'RE "SISTER SHIPS"



BUT ONE

is miles faster... is far more maneuverable... has greater capacity... COSTS ⅓ LESS!



The two hulls are identical . . . a highly efficient 26′ x 8′ work boat design developed and built in numbers by the well known commercial yard, Bryant's Marina of Seattle. One hull is powered with a 25 H.P. inboard engine, the other with a 25 H.P. Evinrude Big Twin. Cost and performance records are accurate—and highly significant!

INBOARD POWERED

Maximum speed loaded, 6 M.P.H.; Light, 10 M.P.H. Turning radius, 100 ft. Usable cargo space, 250 cu. ft. Cost of hull only, $1,050.00. Cost of engine, $595.00. Cost of necessary equipment, accessories and engine installation complete, $700.00. Total cost **$2345.00**

EVINRUDE POWERED

Maximum speed loaded, 8 M.P.H.; Light, 17 M.P.H. Turning radius, 30 ft. Usable cargo space, 322 cu. ft. Cost of hull only, $1,050.00. Cost of engine (25 H.P. Evinrude extra depth work boat model) $490.00. Total cost..... **$1540.00**

(Prices based on Seattle delivery.)

The Evinrude powered boat offers other important advantages. It can be run in shoalest water. It can be beached anywhere. Its engine is simple to operate and to service. See your Evinrude dealer—let him show you the complete range of models —3 to 25 H.P. Look for his name under Outboard Motors in the yellow pages of your phone book. For free literature write EVINRUDE MOTORS, 4881 North 27th Street, Milwaukee 16, Wisconsin.

In Canada: Manufactured by Evinrude Motors, Peterborough, Ontario

EVINRUDE OUTBOARD MOTORS

Employer Invites Employe To Some Serious Thinking

The following soberly thoughtful letter was dispatched in October by the Alaska Salmon Industry, Inc., to all of the unions with which it has contracts. Signed by W. C. Arnold, managing director, the letter invites all those with a stake in the industry to a serious consideration of the problems it faces.

"During the past several years, the dustry has refrained from giving tice of a desire to terminate or mod- its annual contracts. This procedure s been followed because, in most in- nces, the Industry has been willing renew the contracts without change.

"The conditions which confront our embers in 1953 are different from ose which have existed in the past. twithstanding the ever-increasing st of production, the selling price of e canned product has fallen sharply. e plain fact is that present production sts require a selling price that the nsumer will not pay. As a general oposition, the 1952 pack is being mar- ted at a price considerably below the st of production. The same thing hap- ned in many instances with the 1951 ck.

"Such a condition cannot continue. e Industry is not in a position to pro- ce a pack in 1953, sell it substantially low the cost of production, and ab- rb another large loss.

"This means that a method must be und to bring production costs in line with market conditions. This letter is not intended as notice of a desire to terminate or modify the annual contracts. Such notice will be given later. This letter is an effort to explain the position of the operators to their employees through the medium of the union. It is written in the hope that the union and its membership will give careful consideration to the joint problem which affects both the employees and the employers. Wage scales in the salmon industry are among the highest in the United States. The employees as well as the employers have a stake in the continuance of the industry. We ask you to consider this communication in that light.

"At the annual meeting of the Alaska Salmon Industry, Inc., which is to be held the last week in November, a more definite determination as to the course to be pursued by the operators in 1953 will be determined. We will communicate with you further after that meeting and will undoubtedly request a conference for the purpose of discussing the whole subject."

Fraser Sockeye Catch Up 24% Over Cycle

Sockeye catch of Fraser River salmon in 1952 rose by 24% over the cycle year—1948—which in its turn was an increase of 27% over the previous year of the cycle, 1944.

The actual run of 1952, preliminary figures of the International Pacific Salmon Fisheries Commission to Oct. 1, was 2,252,360 fish, against 1,814,752 fish four years previous.

National division of the 1952 catch was: Canadian, 1,146,374 fish; American, 1,105,986 fish; a margin in favor of Canada of 40,388 fish.

Lynn Miller Elected Nordby Supply President

At a recent meeting of the Board of Directors of the Nordby Supply Company, Seattle, J. Lynn Miller, long-time manager of the firm was elected president succeeding the late Carl F. Nordby.

Other officers of the company were reelected: Gay Elliott, secretary, and Roy Collins, treasurer.

Mr. Miller, one of the best known figures in the marine business in the Northwest and Alaska, has been associated with the Nordby firm for nearly 30 years.

ADD VALUABLE YEARS WITH S-N GEARS

Snow-Nabstedt has manufactured top quality Reverse and Reduction Gears for 46 years. Our gears have increased the usefulness of pleasure and commercial boats everywhere.

"Pioneer", veteran dragger of Boston, was repowered with a 175 H.P. Cummins Diesel with S-N superior cone clutch and the heavy duty herringbone reduction Gear.

"Catherine Paladina", a 22-year-old otter trawler of A. Paladina, Inc., Calif., was repowered with a 270 H.P. "Cat" Diesel using S-N push button air-controlled Gears.

"Henry O. Underwood" of Jonesport, Me., first of the new designed sardine carriers, was equipped with 160 H.P. Buda Diesel and S-N balanced reverse Gear which transmits 100% engine speed in reverse.

Add valuable years of use to your boats with S-N Gears. WRITE TODAY.

On the finest marine engines 4 to 1000 H.P.

Hydraulic

Manual

Air-operated

S-N GEARS

The SNOW-NABSTEDT GEAR CORP. REVERSE & REDUCTION S-N GEARS HAMDEN, CONN., U.S.A.

Designed with features specifically for marine use

The

SNOW-NABSTEDT

GEAR CORPORATION

275 Welton St., Hamden 7, Conn., U. S. A.

New plastic seine float proves its worth!

- greater buoyancy
- lightest, toughest float made
- can't absorb water
- will not rot
- resists fungus
- needs no finishing
- shaped to end tangling

After a year's trial, Capt. Clarke of Nelson Bros. Fisheries, Ltd. reports:

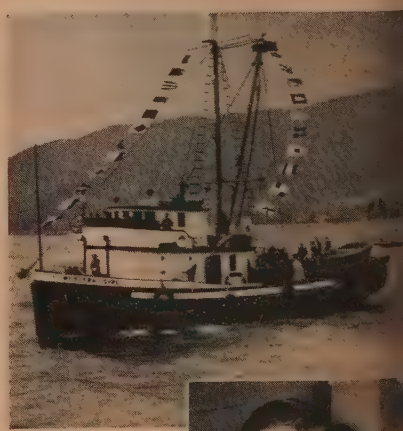
SPONGEX FLOATS ARE UNBEATABLE

"It's my opinion that the Spongex seine float has revolutionized an important phase of the west coast salmon and herring industry. We will be using Spongex seine floats exclusively on our company's seiners in the future and I believe that most of the other major companies in British Columbia have adopted them too.

"We used the Spongex float this year on salmon and found it unbeatable. In one instance we used it on a beam trawl 40 fathoms deep for two hours. When we took it up we cut it and put it in a vise to see if any water had soaked in. We found no water at all. We weighed the floats before and after use and there was no difference in weight.

"We found that Spongex floats don't break, either, and that they are noiseless. They are more buoyant than other floats. They do a more efficient job, so not as many are needed. Where we used three ordinary floats before, we used only one Spongex float and got the same result in buoyancy.

"One thing I noticed was that the cone-shaped Spongex floats kept the corkline completely out of water so that it was impossible for salmon to escape the net. Another good feature was that, because of their shape, Spongex floats never tangle in the tide rips as some other floats do. They require less skill and labor in handling. Tending the floats used to be one of the biggest jobs on a seiner; now, with Spongex floats, a boy could do the job."



Capt. Clarke, master of the 78 foot seiner Western Girl, is one of the best known highline fishermen in British Columbia. He is in charge of purse seine salmon operations for Nelson Brothers Fisheries, Ltd.

For complete information on Spongex floats contact:

C. J. Hendry Company
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PACIFIC Fisherman's NEWS

NOVEMBER 1952

NLRB Ruling Raps Seattle Trawler Union

Otter Trawlers Union of Seattle ndependent) was stripped of its bar- aining power, and virtually of its entity as a union, by an autumn ling of the National Labor Rela- ons Board, which held that the ion no longer could represent its embership in collective bargaining; d that its activities are in fact il- gal.

Crux of the decision lay in the fact at the "union's" membership in- udes boat owners, skippers and ewmen alike; and that it has repre- nted its fishermen members in bar- aining for shares and working con- tions aboard boats owned by other embers.

Other organizations of similar char- ter long ago recognized the plain nguage of court decisions in cases this sort and altered their organi- tional form and membership quali- ations to conform.

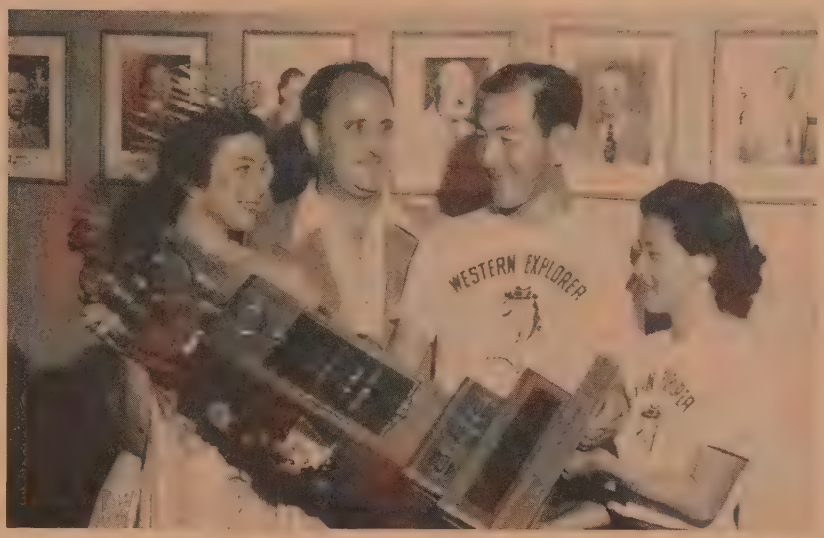
The N.L.R.B. ruling was to the fect that the Otter Trawlers Union ther must represent owners or crew- en, not both; and that it must cease rgaining for fishermen members oard boats owned by other mem- rs.

Mary V" Is Lost

Mary V, built in 1947 for the well own Broadbill swordfisherman, Jo- ph Silva, and named for his wife, nk north of San Diego, September . She was valued at more than 0,000. The vessel had been fishing bacore. Crew was saved.

ighway Gas Tax on oat Fuel Attacked

Joe Burrows, president of the get Sound Gillnetters Association, ys that organization has decided to onsor a legislative attack at the 53 Washington legislature on the esent highway tax on gasoline used r fishing boats. Formerly boats were empt from this tax, and the gill- tters have a lot of logic on their le when they contend that this ex- mption should be restored.



Skipper Frank Manaka of the "Western Explorer" accepts the Fishermen's Fiesta Perpetual Trophy after his seiner took first place in the big boat classification and the sweepstakes award in the Fifth Annual Boat Procession to be held in connection with San Pedro's fishermen's fiesta. To the left is the Fiesta Queen Joanne Sullivan. Second from the left is Nick S. Trani, chairman of the parade; and, finally, Mrs. Manaka.

Story of Outstanding Tuna Cannery Told

The world's largest tuna-canning plant, French Sardine Company's "Star-Kist No. 4," on Terminal Island —as brand new, down to the last engineering detail and equipment—as the white, shining sand, dredged from the ocean floor, on which it is built, is being officially opened in November.

The complete story of this ultra-modern cannery, one of the most complete features that *Pacific Fisherman* has printed in years, appears in the main editorial section of this issue, starting on page 11.

Art Paquet Appointed Astoria Acting P.M.

Arthur H. Paquet, one of the widely known off-shore fishermen working out of the Columbia River, has been appointed acting postmaster at Astoria, Ore. He is the owner and operator of the trawler *Marian F.,* and the owner of Tillamook Seafoods.

He has been particularly active in the affairs of the Off-Shore Fishing Vessel Owners Assn., and has represented organized ocean fishermen at sessions of the Oregon legislature.

Cal. Commercial Fishermen Association Organized

California Commercial Fishermen's Association has been formed at Los Angeles Harbor. The non-profit corporation is composed of small boat owners and takes the place of the former Southern California Fishermen's Association.

Directors are: Richard J. Francis, Long Beach; Kenneth D. Holmes, Sherman Oaks; Robert C. Carpenter, Harbor City; Fred Delight, Redondo Beach; and Wilmer H. Gillette, Wilmington. Allan Lind and Fidel Schmitz are attorneys for the new group.

Clipper Is Sold For Ecuadorean Duty

Rose Marie, 80′ wood San Diego tuna clipper, has been sold to Socredad Predial Company, San Cristobal, Galapagos Island, Ecuador. She was reported delivering tuna catches to a large sharp-freezing plant recently built at San Cristobal, valued at $200,000. Whether the raw tuna was to be transported to some Ecuador cannery and packed, or shipped around to the U. S.—probably to eastern firms—was not known.

GM Diesel
Case History No. 625-06

BOAT AND OWNER: "Sinbad," 2-year-old, 32-foot trawler built and owned by Mr. L. V. Laurents, Lake Arthur, Louisiana.

INSTALLATION: GM 2-71 turns 28"x22" wheel through 3:1 reduction gear. Boat and owner work for Office of Naval Research through Louisiana State University.

PERFORMANCE: GM Diesel gives "Sinbad" cruising speed of 9 knots, top speed of 11. Fuel consumption when trolling: 1 gallon an hour.

THIS DIESEL TROLLS ON A GALLON OF FUEL PER HOUR

"For economy and reliability at top demands, the General Motors Diesel is the sweetest engine I have ever owned," reports Skipper "Vin" Laurents, whose seafaring experience goes all the way back to square-riggers. Delivering power at every piston downstroke, the GM Diesel provides a surplus of smooth, dependable power in a smaller, more compact engine. It starts at the push of a button and burns fewer gallons of safe, low-cost Diesel fuel. In addition, ready availability of low-cost parts assures minimum down time. Get all the facts from your GM Diesel distributor.

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ook Inleters ffer One-Area icense Plan

Fishermen of Cook Inlet came up h a new program of conservation ntrol for that district at the An- orage hearing on proposed 1953 aska fishery regulations.

They suggested that Alaska fisher- n should be required to select the trict in which they would operate any one season or period, and that y be licensed to operate there, and where else during that period.

The proposal was made by Jack wis, evidently speaking for a sub- ntial group of local fishermen.

The Fish and Wildlife Service rep- entative did not object to such a proposal, but pointed out that it would require Congressional legislation. They said the Service would sponsor such legislation in Congress if fishermen generally felt it would be constructive.

Later on, at the Cordova hearing, opinion of Copper River fishermen on this point was somewhat divided, with majority of those expressing themselves opposed.

Obviously, the proposition was directed in some degree at the Copper River gillnetters, some of whom come to Cook Inlet following their own early season. At the same time, the knife cuts both ways and the Copper River crowd on occasion has felt the competitive pressure of outsiders from other districts working The Flats.

In its original proposals, the Service planned to forbid all gillnetting on Prince William Sound, but by the time of the Cordova hearing apparently had abandoned the idea. Dick Jansen presented a petition signed by 111 fishermen objecting to such closure; although it was reported that a meeting of the Cordova union earlier had approved the ban on P.W.S. gillnetting.

Salmon and Tuna Catch Fair at Eureka This Fall

Small boat fishermen working out of Humboldt Bay were preparing for a vacation period after the end of September pending the resumption of winter operations.

The north coast salmon season in California ends September 30, terminating operations in that field for the year. Totals on the season were not yet available, but late summer and early fall runs off shore were expected to show a fairly profitable season for the salmon fishermen, possibly better than for the preceding two seasons.

Albacore activity held up well during most of September, with the port of Eureka literally swamped with deliveries at frequent intervals. Normally, however, the Albacore play out in late September, with the prospect that the end of the month would also find the Albacore fishermen putting away their gear. With both Albacore and salmon off the list until next summer, the small boat operators were making plans for the resumption of crab operations when that season reopens on November 15, in north coast districts 6, 7, 8 and 9; on December 15 elsewhere along the California coast.

Meanwhile, indications were that activity would be centered about the trawling operations out of Eureka, which have continued brisk throughout the late summer and early fall.

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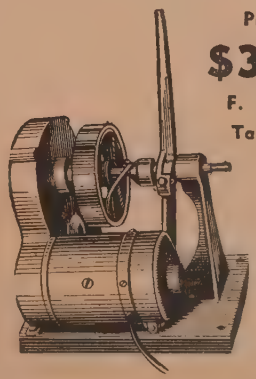
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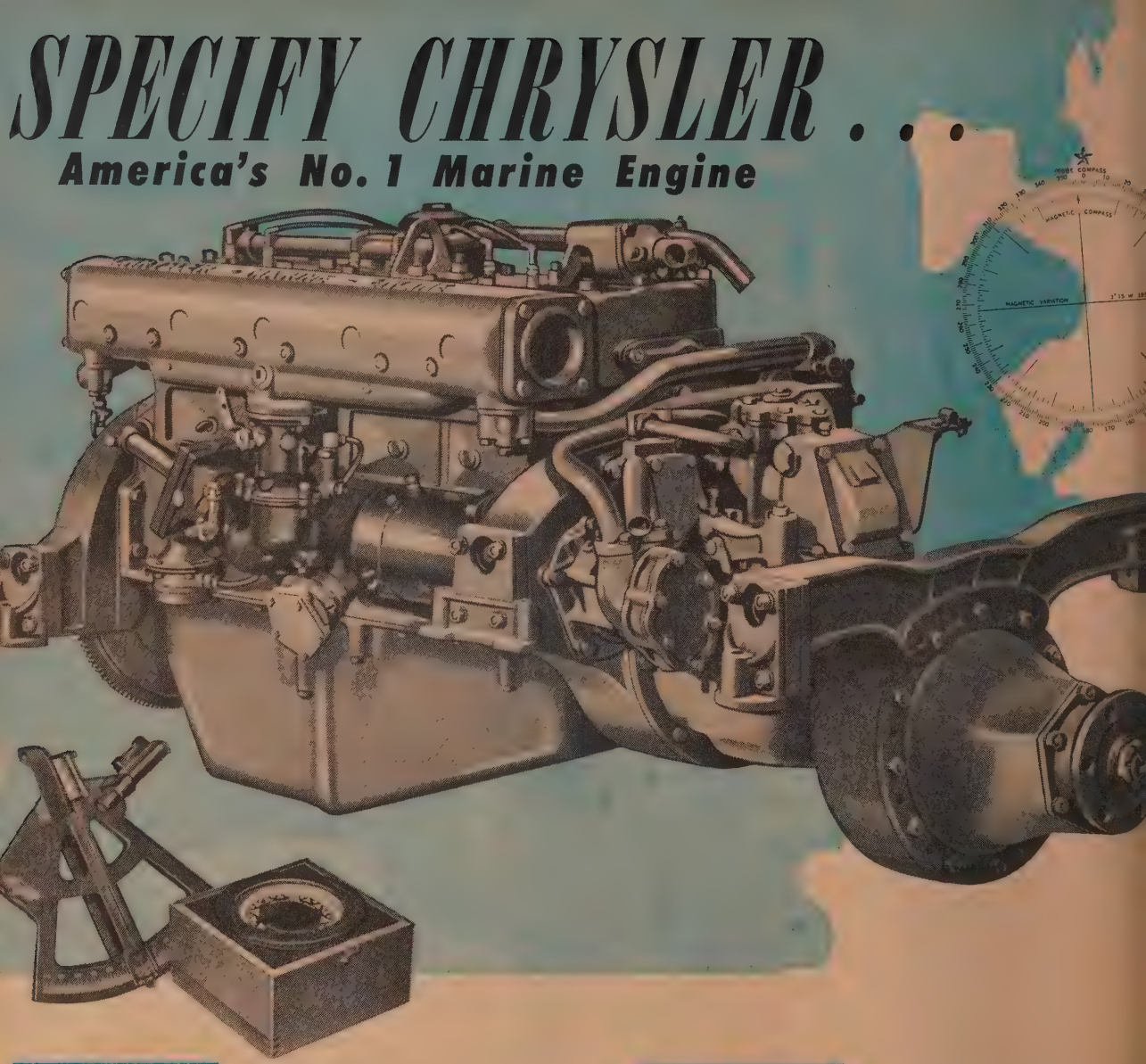

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'Alrita's" 27-Ton Albacore Trip Tops Fall Fares

Perplexing behavior of North Pacific Albacore was manifest again in October when the longfin tuna failed once more to follow the pattern of other years, but showed up in surprising fashion nevertheless — and here and there in surprising volume.

Best fishing found by the late-staying bitter-enders in the fleet generally was some 300 miles or more offshore from Cape Blanco, and thence south to the latitude of Eureka; but not so far as Monterey, where in other years some good catches of these late tuna have been delivered.

Best reported catch to presstime was the 27-ton fare delivered to Van Camp at Astoria by Capt. Lars Jannard's *Alrita,* which took her fish on a two-week trip off the Oregon coast. However, most of the 4,400 fish were taken in the last five days, with one day producing 1,400 tuna. The boat carried seven men.

Pelican's Pouch

The Pelican met the Stork on the board walk. "I hear you have been busy lately," he said. "Yes," the Stork replied, "I brought a baby girl, Leora Arlene, to Mr. and Mrs. Ed Wellsely, Sept. 25. Ed has the troller *Pauline.* I also brought another baby girl, Kathleen, to Mr. and Mrs. Julian Graham, Sept. 24. I'll hang around awhile, because two other families expect me soon."

The first snow of the season fell on the mountains across from the village Sept. 6 and the next morning the board walk was white with frost. Work at the cannery and cold storage had slacked off but soon key employees of the cannery were recalled and again the village was a buzz of activity as the fall seining season got into full swing. Packers at Excursion Inlet were plugged the first day. Pea soup fog at the Inlet hampered operations to a great extent. It was also a menace to the packers as they made their way to the village. Chums taken from Excursion Inlet averaged around 14 lbs. and were very bright.

Several Pelican residents went abroad this past winter. Pete and Betty Larson who have the troller *Brat* went to Denmark and Germany. Andy Rattikanen, owner of the troller *Astred,* visited relatives in Norway; and Mrs. Esther Freming, saleslady at the cold storage store went to Finland.

Arvo Hamelianen returned to his home in Finland. He has worked for his uncle, Charlie Rattikanen, in the fish house the past four summers.

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- Weeks-Howe-Emerson Co. — 255 Mission Street, San Francisco
- C. J. Hendry Co. — 27 Main Street, San Francisco
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VANCOUVER, B. C.
- Cundry (Pacific) Ltd. — 364 Alexander Street
- C. P. Leckie & Co. — 1748 West Fourth Avenue
- Edward Lipsett, Ltd. — 68 Water Street

Humboldt Bay Fleet Has Tragedy and Mishaps

Disaster and near disaster visited the Humboldt Bay fishing fleet during late September.

Topping the list of mishaps, the salmon troller *Tabken* disappeared at sea after sailing from Eureka for San Francisco with her crew, skipper-owner Orin Swanson and Jim Duevol, both of Concord, California. Search by the Coast Guard, including both surface craft and airplanes, failed to disclose the fate of the craft.

The boat *Lively,* operated by Edward Goodrich, was towed to Eureka recently from a point off the California-Oregon border after breaking down with a disabled shaft.

The boat *William A,* out of Eureka, was towed to port by the Coast Guard after developing engine trouble at sea.

Two fishing boats working along the northern California coast sustained considerable damage recently when they collided in the fog off Point Arena. The boats were the *Ida Ruth,* operated by Robert S. Clark and the *Arctic,* skippered by Victor Jacobsen, both from the Puget Sound area. The vessels were brought to Eureka and put up on the Gillette Marine Ways at Fairhaven, for repair. Crewmen on the two craft escaped without injury.

AT VAN CAMP'S 1952 SKIPPERS' DINNER

Left to right: Ivar Gersdal and Bert Walvick, "Western Traveler"; L. Sebastian; Manke, "Western Explorer"; Joe Vargas; Kats Manaka, "Western Explorer"; Andrew Kuljis and Tony Stehlik, "Courageous"; Luis M. Perez; Nick Jerkovich, "Pacific Raider"; Matt Kermalich, "Stanford"; Jim Melzer and Katsu Mamachi, "Windward"; John Jerkovich, "Stanford." Below: Gerald and Tony DiLeva, "St. Christina II"; R. A. Ridgway; Dan Sutlovich, "Hawk II"; Bill Gowdy, "Ocean Pride"; Harry Broz; Roy Hugov, "Genevieve H. II"; and Joe Evich; Mike Puliselich; Walter Gillis; Leslie Jackson; Moninic Lubitich, "Phyllis"; Charles Buchan (behind Lubitich); Andrew Xitco, "North Queen"; Montgomery Phister; Miro Kalaper, "Phyllis"; Max Bailey, Van Camp fleet office.

hard W. Joseph, owner of the *Antoinette B.*

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We will gladly recommend your "Metalast" System to any operator of steel vessels.

Yours very truly,
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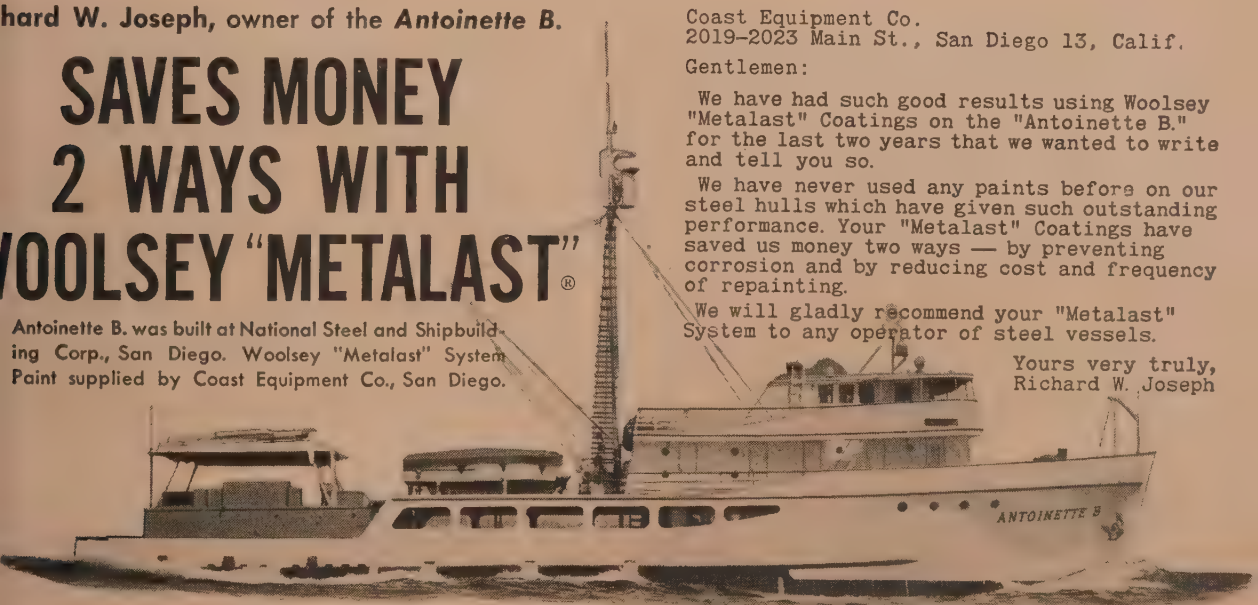

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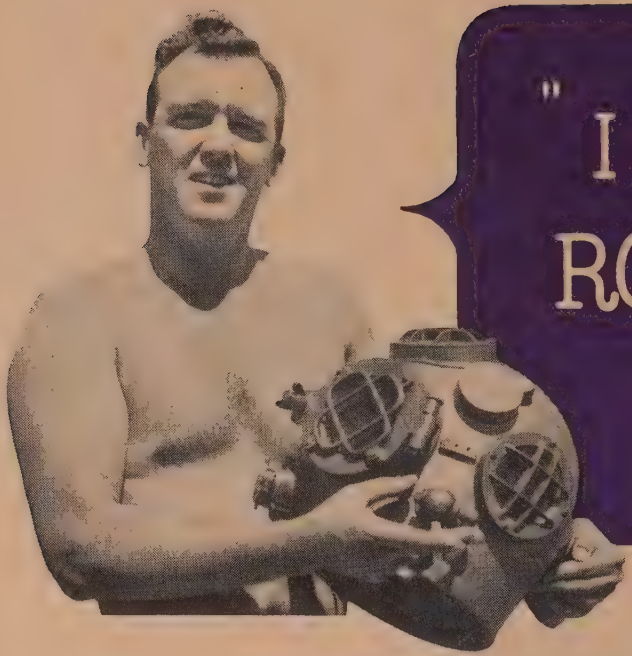

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Says California deep-sea diver

Frank Donahue, commercial fisherman and deep-sea diver, says: "When I'm diving, my life-line is hooked to a compressor fifteen or more fathoms above me. The compressor is a 2-16 Quincy pulled by a gasoline engine. Proper lubrication of this engine is one of the most vital problems in my business. That's why Royal Triton motor oil is the only lubricant I ever use. You might say that every time I dive, I stake my life on Royal Triton motor oil."

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UNION OIL COMPANY OF CALIFORNIA **76**

Seattle Boat Show's Timing Meshes With Industry Buying

The Seattle Boat Show, up to now a spring event, changes time and pace this year to open Nov. 15 in the Field Artillery Armory — a scheduling which makes it of greatly increased interest and value to fishermen, fishing boat owners, packers and fleet operators.

Why?

Because the new timing puts the show ahead of the great seasonal order-placing of the fishing industry; gives the buyers a look at the show and the 1953 showings before they place their business for the next season.

This is emphasized by Moore M. McKinley, chairman of the Boat Show for Northwest Marine Industries, Inc., the sponsor. He points out also that fishermen will find a large portion of the displays of direct interest to them, particularly in engines, from a new "valveless" diesel to long-shaft outboards specially built for commercial fishing use; and in instrumentation, where some of the newest electronic devices have been developed in response to need noted in the fisheries; and perhaps most of all in gear, where a number of sensational improvements will be displayed, notably in the use of synthetic materials, as in protective coatings, and nylon in twines and lines.

Marine dealers and supply houses will be spreading their best efforts to show the things which are of greatest interest to boat owners at the 1952 show.

Worthy of more than passing mention is the fact that Bryant's Marina will actually build an 18' outboard kit boat cruiser during the show. Bryant's, as Chris-Craft distributor in the Northwest has had good success with the sale of the Chris-Craft Kits and to show that these boats are really easy to build will produce one on the floor of the show.

Bryant's also are scoring a beat on the entire U. S. marine industry by having the first showing anywhere in the country of the 1953 line of Evinrude Outboard Motors. The new line has some important changes and these will be seen for the first time.

A new wrinkle which has developed among sports fishermen during the last few years is the use of two outboards for fishing. One, a large motor for getting to the fishing grounds and the other, a small motor, for trolling or mooching. Nordby Supply Company is showing for the first time a new outboard bracket for the extra outboard motor. A simple device attaches the extra motor to the transom of the kicker boat and affords the fisherman easy control of his power plant.

Nordby's will feature Pettit Paint, Pan-American Radios and Veelos Belting. The PAR radiotelephone display will have the new Model 881 10-watt Gillnetter.

Among the owners of the larger yachts and aboard work-boats and fishing vessels is the need for extra electric power to operate the ever increasing number of electric and electronic items currently in use. Work boats and fishing vessels particularly have been installing small gasoline or diesel generating plants in addition to the generators which are driven by the main engine. Fremont Electric Company has done an outstanding job in the distribution of Onan gasoline driven generators and high-output generators for every purpose. In addition they have installed a sizeable number of Petter diesels, a small English-made diesel useful for this purpose. Fremont Electric will show these two items together with the Constavolt dockside charger and other important pieces of marine equipment.

Electronic equipment will be shown by Bludworth Marine and will feature the more heavy-duty equipment found on off-shore vessels.

The Evans Engine & Equipment Company, distributors of General Motors Diesels, will have a motorized

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S. M. PATTERSON
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**Patent Applied For*

Veteran Fisherman Fishes A Veteran Net
STARR

In the photo to the left is Captain Oscar Jensen of Seattle, owner of the gillnet boat STARNET. He is a veteran salmon fisherman of many years' experience on Bristol Bay and Puget Sound. Captain Jensen proudly displays STARLOCK* Gillnet made of Nylock Twine and proves that when a veteran fisherman fishes a veteran net you can be sure of one thing—*bigger and better catches!*

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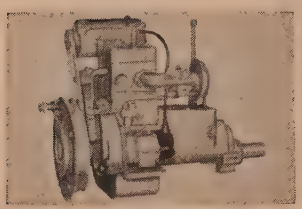
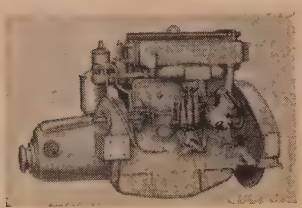
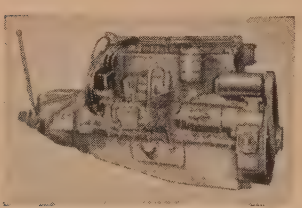


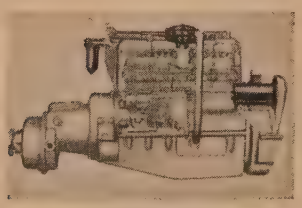
SEA-PUP
5 h.p. at 3200 r.p.m.—one cyl.



SEA-JEEP
61 h.p. at 3600 r.p.m.—4 cyl.



SEA-MATE SPECIAL
160 h.p. at 3000 r.p.m.—6 cyl.



DIESEL 6-298
84 h.p. at 2600 r.p.m.—6 cyl.

Established in 1896, Fellows and Stewart, Inc., is today one of the best-known and most reliable marine establishments on the Pacific Coast. Yacht brokers, naval architects and design consultants as well, this outstanding firm for more than half a century has been headquarters in Southern California for boat building, repairs, maintenance, storage and marine insurance. Kermath Manufacturing Company is pleased to re-appoint Fellows and Stewart, Inc. to sell, service and install Kermath Marine Engines in Southern California.

KERMATH MARINE ENGINES PROVIDE DEPENDABLE POWER FOR EVERY TYPE OF BOAT—LARGE OR SMALL

The Kermath line of strictly marine engines covers all power and speed requirements of every type of boat from the small dinghy to the large sea-going cruiser and workboat. It is the world's widest range of marine engines, solidly bulwarked by more than 40 years of marine engineering experience. Fellows and Stewart, Inc. has a complete stock of Kermath engine parts and a representative display of new Kermath engines. See them at your first opportunity.

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BUY A KERMATH GASOLINE OR DIESEL MARINE ENGINE...5 TO 580 HORSEPOWER

utaway model of the GM 6-110 diesel ngine which has proved so popular vith the commercial fleet. Evans will lso show other models of diesel en- ines which he says will increase the rowing trend toward the dieselizing f the small vessels in the Puget ound area.

Pacific Marine Supply Company, ne of the pioneer marine supply rms in the Northwest will be among ne leading exhibitors as always. This ear Pacific Marine will feature Ben- ix products, Universal engines, Ply- nouth Cordage, Woolsey Paints and oodrich Cutless Rubber Stern Bear- ngs.

One of the most complete exhibits vill be that of the Nordberg Manu- acturing Company. The Pacific Northwest branch of the company vill show the complete line of Nord- erg Marine Gasoline engines to- ether with the small Model FS diesel ngines so popular as auxiliary plants.

In general the show will cover the ide range of marine products from oats to keel coolers and from en- ines to power take-offs. Everything or vessels of most any size can be een and talked about. Not the least f the features of the show will be ne factory experts who will be there o tell the show visitors about the arious items of gear on display.

Guy Williams, boat show manager, presstime reports that early space reservations for the current edition of the Seattle Boat Show are heavy. Exhibitors planning outstanding marine exhibits include: Albina Engine & Machine Works, Inc., Bludworth Marine, Bryant's Marina, Buda Engine & Equipment Co., Doc Freeman's, DuPont Corp, Evans Engine Co., Fremont Electric Co., G. B. Gaston, Grandy Boat Co., Harbor Plywood Corp., Hollywood Boat Co., International Marine Supply, C. W. Jones Co., Jules Engine & Equipment Co., Kolstrand Manufacturing Co., Marina Mart, Marine Bargain Center, Marine Digest, McChesney Boat Works, Miller Freeman Publications, Motor Parts Machine Co., N. C. Marine, National Supply Engine Corp., Pacific Boat Sales and Service, Pacific Marine Supply, Pacific Plastics, Port of Seattle, Prothero Boat Co., Radio Laboratories, Raytheon Manufacturing Co., Reinell Boat Works, Rupert's Paint-Hardware Co., Shain Manufacturing Co., Sunde and d'Evers Co., Vesoja's Yacht Sales and Charters, Washington Boat Center, Wix Cooler Co.

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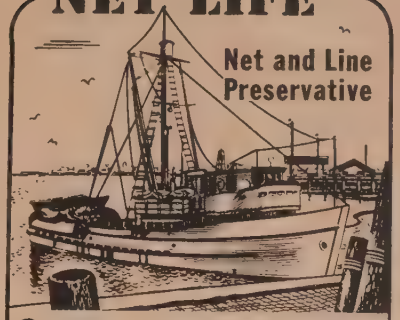
NET-LIFE
Net and Line Preservative



1. Easy to apply, no heating, dipping time—5 to 10 minutes. Quick to dry—6 to 12 hours.
2. Highest fungicide, bactericide, and germicide value.
3. Uniform penetration to core of the net.
4. No burning of net. Not harmful to handle. No after stickiness.
5. A truly homogeneous solution. No settling or separation of ingredients.
6. Manufactured under controlled, scientific conditions by the pioneer of this modern type of preservative.

ALL OF WHICH ADD UP TO GREATER ECONOMY THRU' SAVINGS IN NETTING, TIME, AND MANPOWER.

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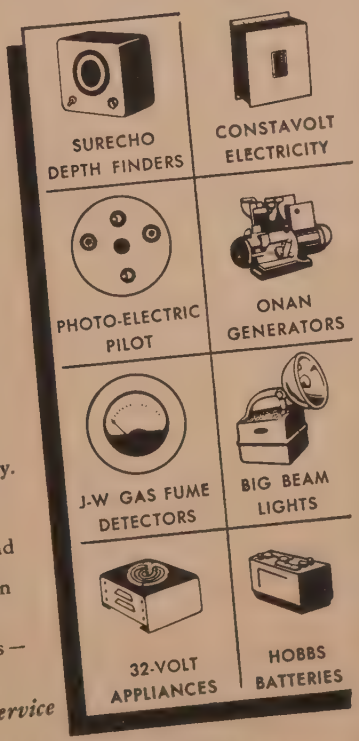
CHECK
your boat's electrical equipment NOW!

It pays every owner of a boat, pleasure or commercial, to check his electrical equipment periodically. As part of the check, drop in at any EHG store and see what electrical items will add to your enjoyment or earning capacity. When you think of marine equipment or service, remember that EHG is—

California's Most Complete Electrical Service



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CAPE COD COPPER COMPOUND — the world's finest anti-fouling protective coating . . . A complete guard against *all* marine growth.

HI-TEX
A high gloss and color fast marine enamel — formulated for protection against *all* marine elements. Hi-Tex applies with ease for a self leveling mirror-like finish.

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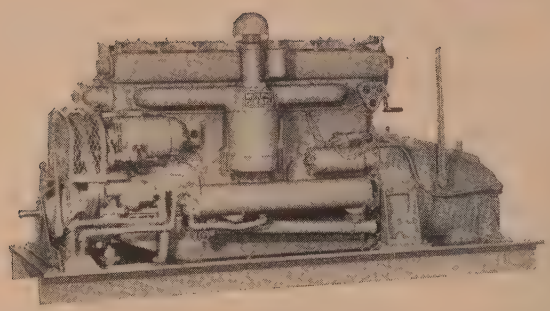
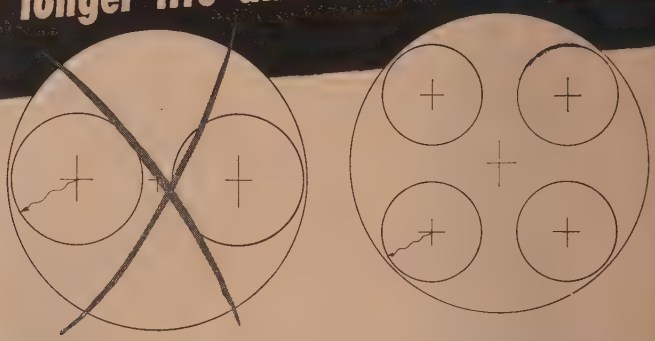
50 YEARS OF PROVEN QUALITY
AMERICAN MARINE PAINT CO.

Here's why

MURPHY DIESELS

put more power into your job with longer life and less maintenance





THE power a diesel engine develops is dependent to a great degree on the breathing capacity of the valves. Breathing capacity of the valves in turn is determined by the circumference of the valves and their lift. Thus, when we compare Murphy Diesel's 4 valve design with the conventional 2 valve design of equal total valve area, simple arithmetic shows that total circumference of the 4 valve arrangement is 41.4% greater. With equal lift, the breathing capacity is also 41.4% greater.

At the same time, Murphy design provides 41.4% more metal-to-metal contact between the circumference of the valve and the seat for dissipation of valve heat. This, coupled with the smaller valve radius in 4 valve design (which means the heat has a shorter distance to travel to escape), explains why Murphy valves run cooler and rarely, if ever, have to be ground.

Four valves per cylinder is just one of the many reasons for Murphy's high standards of performance and economy. Others are given in the booklet "10 Questions to Ask a Diesel Engine Salesman". Get a copy from your Murphy Diesel Dealer or write direct.

"W No. 7" a salmon seiner owned by B.C. Packers, Limited, Vancouver, B.C. She is powered by a 150 H.P. Murphy Diesel.

MURPHY DIESEL

Heavy duty power
for fishing

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 205 H.P.; marine type generator sets from 60 to 140 K. W.

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FACTORY BRANCH Sales, Parts, Service:
113-117 South Elwood Street, Tulsa, Oklahoma

SALES, PARTS, SERVICE: Seattle, Washington; San Francisco and San Diego, California; Vancouver, British Columbia, Canada.

223

Moss Landing—Albacore Aren't Around In Force This Autumn

Searching for the blue, clear and warm water that means good Albacore fishing the fleet sailed in force out of Moss Landing about the middle of September. The boats had been held in the first half of the month by unusually stormy seas with only a few days of good fishing. In small groups since then they have been scouring the waters between Davidson Seamount just south of Point Sur and Pioneer and Guide Seamounts north of Santa Cruz. These seamounts are actually mountains in the sea and a favorite gathering place for all varieties of fish.

The results, so far, have not been very successful. Several boats have picked up between one and two tons but for the majority fishing is slow. Fishermen report that the tuna have not schooled up yet and whether or not they will is the question. Some "lunkers," the big fish, are being caught at widely separated points but for most of the boats it was little ones.

Opinions here on the season vary as widely as the seasons do. Some think there will be good fishing until Christmas, pointing out other years in their experience that started out this way. Others think the absence of warm water and the early flight of the ducks mean that winter is close upon us.

* * *

Rigging a boat in jig time for fishing tuna, Donald Graham and Billy Joe Morgan bought a boat and had it ready to fish a few days later. The two men, in construction work in Santa Cruz, saw the boat *Nina,* liked it and completed purchase of the vessel from the estate of Frank Menendez in Monterey. Don Woodward, Moss Landing boat broker, handled the transaction. New to the intricacies of rigging the men called on "Tiny" Leber to assist them and the boat was ready to join the fleet in a matter of days.

* * *

Hover Equipment Co., of Monterey and Moss Landing announces that Richard Johnson will be in charge of the company's shop in Moss Landing. Boat owners are happy to know there will be a trained mechanic available here. Dick began working with GM motors in the Navy and has followed this line in Eureka and Oakland. With his wife and two small children he has found a home in Watsonville.

* * *

Jimmy Dale's 67' boat, *Flyer,* came home to Moss Landing recently. Jimmy, who was a crack driver for Granite Construction Co., purchased the small boat, *Inez D.* some time ago just for fishing weekends. Before long he had become so interested in fishing that he gave up his job and determined to get a larger boat. Last spring he found the *Flyer* in San Pedro and fished her in the south all season. The big vessel, powered with a heavy Atlas motor, is one of the largest in the local fleet. Bill Tomlinson of the *Croaker* has joined Jimmy in fishing for Albacore.

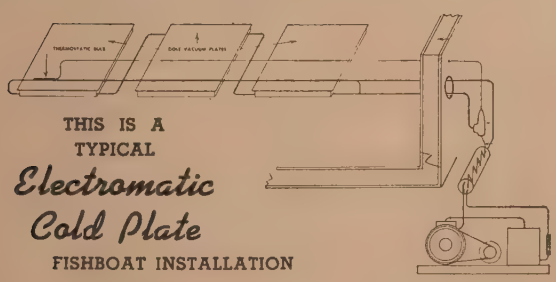
* * *

By the end of September salmon fishing for the season was just about a thing of the past. The fish had gone very deep in the ocean and besides trolling difficulties is the fact that jelly fish have been worse than usual this year. Some of the small day boats, such as Clayton Hollinshead's *Shrimp* and the *G. L. P.* owned by S. Galarce were going out for sandabs and whatever else they could pick up during the early weeks of fall.

* * *

Far from their boyhood home in northern Norway are a number of fishermen who come into Moss Landing often during the season. From the same general area, near Bodo are: Don Jacobsen on the *Norge* and his brother Theodore on the *Teddy J.;* "Bong" Johnson on the *Alert;* Pete Locker on the *King;* Mrs. Stenner Anderson of the *Karen A.* and Fred Sandness of the *Lincoln.* As small boys these fishermen sailed on the great codfish grounds around the Lofoten Islands where their fathers before them had fished in open boats with one square sail.

ICE HOLDING REFRIGERATION
by Electromatic



THIS IS A TYPICAL
Electromatic Cold Plate
FISHBOAT INSTALLATION

SAFE ECONOMICAL
SIMPLE TO INSTALL AND MAINTAIN

This equipment will not reduce the storage capacity of your boat. No freezer burned fish. Large holdover cooling capacity during layover periods.

Compressor in engine room powered by main engine power takeoff or auxiliary.

CALL US FOR ESTIMATES AND DATA

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NORDBY
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At the 1952 Boat Show
SOMETHING NEW FOR FISHERMEN—
THE NEW
GILLNETTERS SPECIAL
MODEL 88L
PAR RADIO TELEPHONE
6 OR 12 VOLTS

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NORDBY SUPPLIES EVERY
MARINE NEED FOR BOAT OWNERS

PAULS Locknot Linen Netting
PAULS Cotton Netting
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WILLARD Batteries
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COMPLETE STOCK OF MARINE SUPPLIES
AND EQUIPMENT OF ALL KINDS
COME IN AND SEE US

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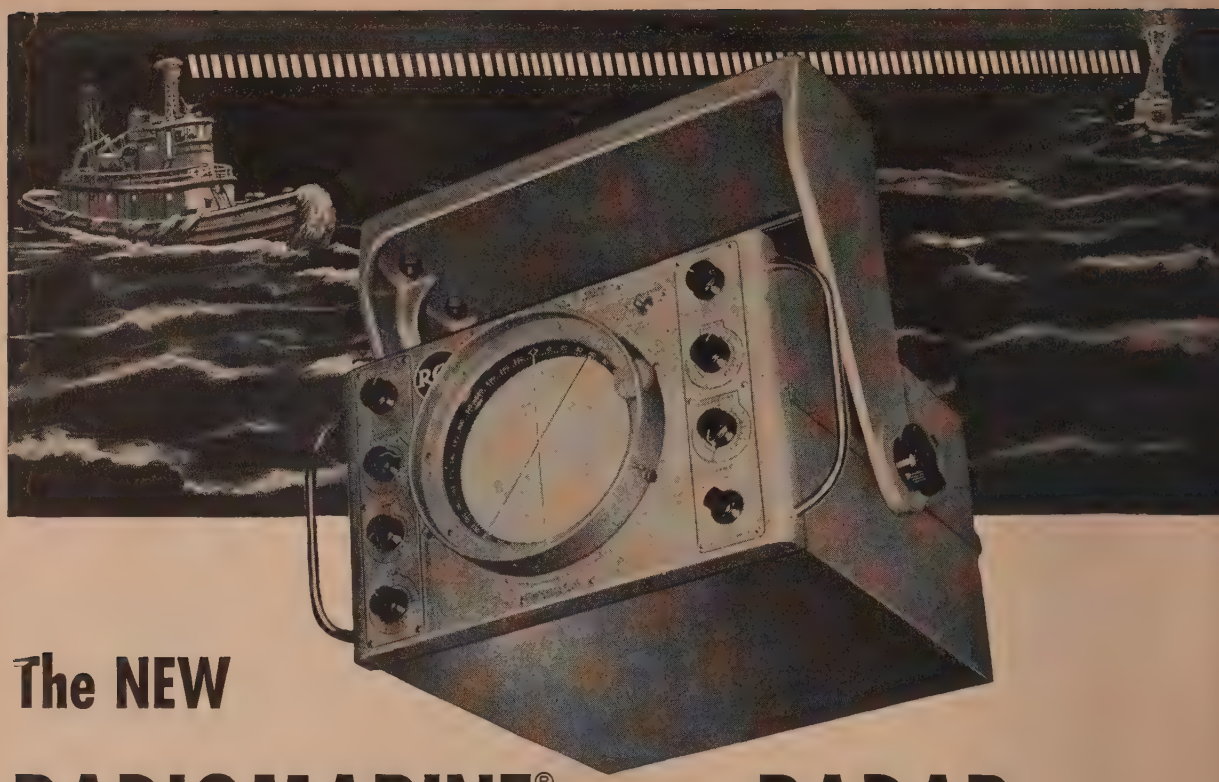

The NEW

RADIOMARINE® 3.2 cm RADAR . . .

for work boats, fishing craft and small vessels

Now, mariners aboard small craft also can enjoy the advantages of radar. This new, low-cost Radiomarine Model CR-103 offers all the advantages of modern radar. Use it for pilotage . . . for position finding . . . as an anti-collision aid . . . for detecting storms.

Despite its small size, it has a 30-kilowatt transmitter. Operating on a wave length of 3.2-centimeters, it provides dependable and superior service.

Engineered and constructed to fit the small space limitations of tugs, harbor craft, trawlers, fishing craft, ferries and yachts, the CR-103 has these outstanding features:

Clear images on a 7-inch scope. Operating ranges of 1, 3, 8 and 20 miles, with a close-in range of 75 yards from the antenna.

50-inch diameter low wind resistance antenna, weighs only 150 lbs.

Operates from 24, 32, 115, 230 volts D. C. or 115/230 volts, 60 cycles.

Backed by Radiomarine's world-wide Service.

Radiomarine CR-103 Radar will enable small vessels to operate on schedule, regardless of weather, in harbor, at sea or inland waters. Investigate its possibilities for safety and economy for your craft. Write for complete information.

Mounted from the overhead

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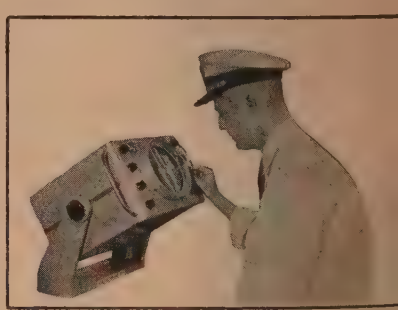

Mounted on a table or shelf

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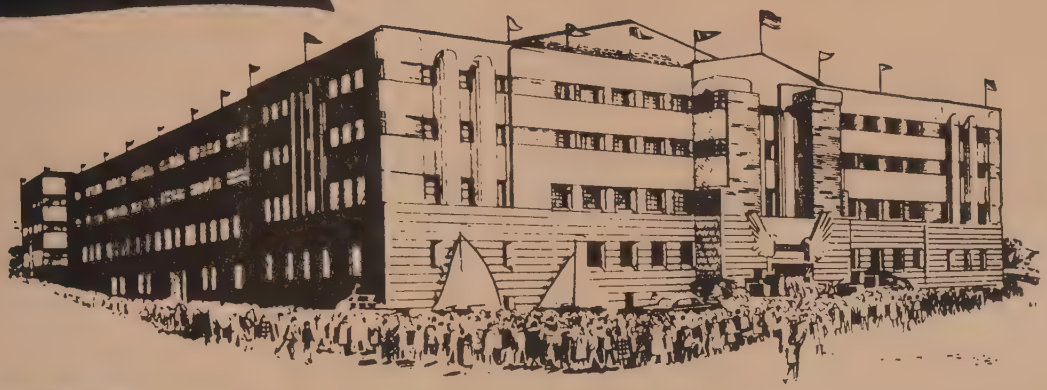
A GREAT BOAT SHOW



GREAT BOATS AND GEAR

More than an acre of inboards and outboards; cruisers, sailboats, fishboats, runabouts, workboats . . . everything from a dinghy to a luxury yacht. A boat for everyone! The newest and best in Diesel and gasoline engines, electronic devices, depth finders, automatic steering, radar equipment . all the thousand and one things that make pleasure and commercial boating more comfortable, profitable, enjoyable!

GREAT SHOWMANSHIP

Smashing promotion and imaginative showmanship make the Seattle Boat Show the Pacific Coast's outstanding marine exposition. Year after year, the Seattle Boat Show jams more than 50,000 persons into the huge New Seattle Armory and sets the boating fraternity of the Pacific Northwest talking and buying for nine days running.

GREAT PEOPLE

The Puget Sound area is the world's greatest paradise for the boat-owner: 20,000 miles of protected cruising waterways. More than 50,000 numbered, documented, privately-owned boats in the Seattle customs district alone! Boats are used in Seattle — 60,791 vessels passed through Seattle's Ballard Locks in 1951; on Labor Day, 1951, 668 boats passed through the Locks in 24 hours, and in August of 1951 there were 30,120 passengers on boats passing through the Locks! Small wonder Seattle boasts the title of "Boating Capital of the World"!

5th SEATTLE BOAT SHOW

The PACIFIC COAST SHOW

November 15-23, 1952

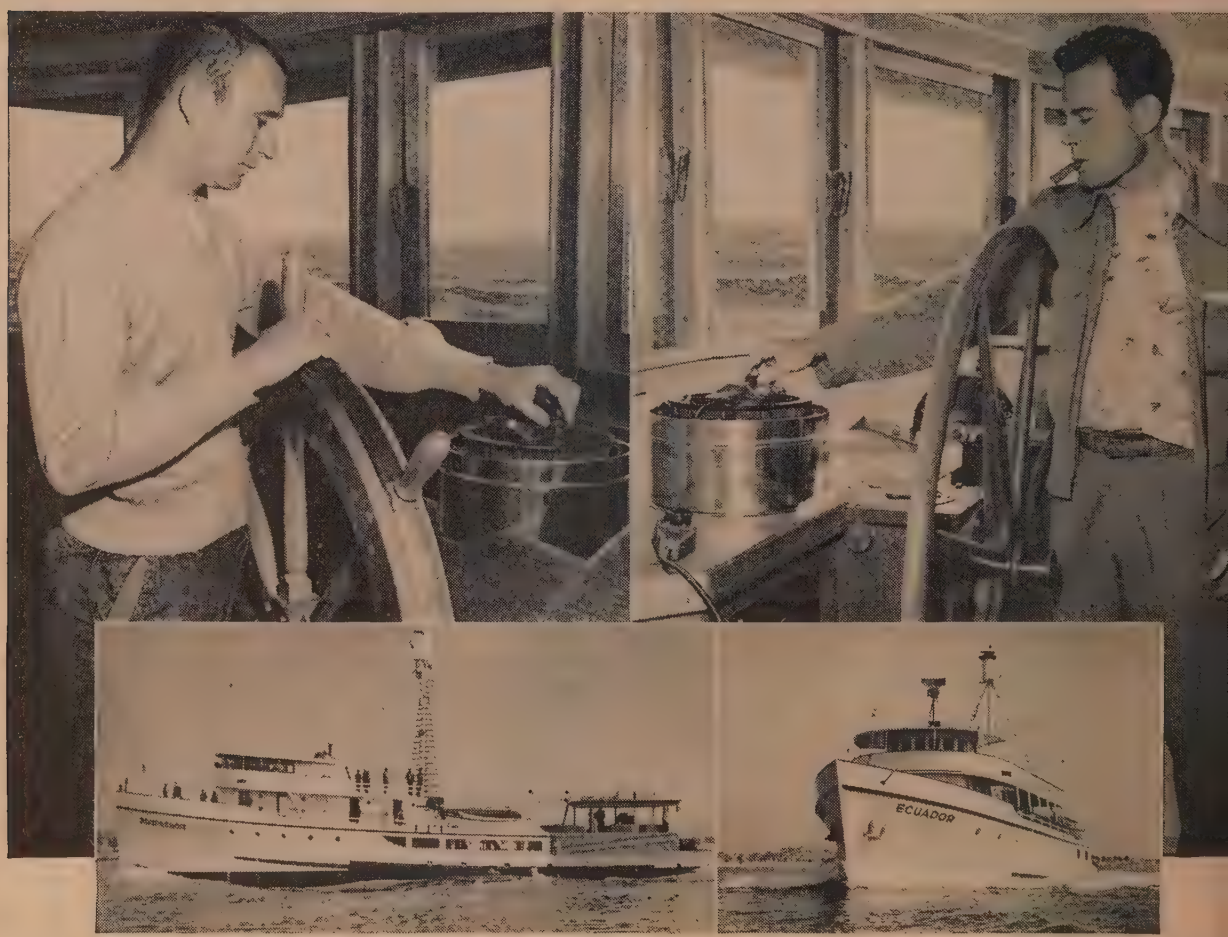
New Seattle Armory 3rd & Harrison

Beeline to Tuna ... WITH SPERRY MAGNETIC COMPASS PILO

The skippers of the AGGRESSOR and the ECUADOR are the latest to acclaim the Sperry Magnetic Compass Pilot's remarkable ability to save hours and miles for tuna clippers on every trip.

Captain Ben Maughan of the AGGRESSOR—back from her three-months' maiden voyage—reports the Magnetic Compass Pilot "a wonderful instrument for both calm and heavy weather. To and from the fishing grounds it saved us many miles by its *perfect steering*." The convenience of the remote controller for maneuvering also won his acclaim.

"Faultless" is how **Eugene Cabral** - the ECUADOR's captain refers to the Magnetic Compass Pilot's operation on the lo trip from San Diego to Balboa Canal Zone and the Galapag Islands. "We found" – he said – "that we could absolut depend on it to keep a steady course as set. My crew and were pleasantly surprised with its unfailing accuracy." Ca tain Cabral estimates that automatic straight steering sav him many extra hours of engine operation—8 to 10 hours the return trip from the Galapagos Islands alone.



The 125-foot AGGRESSOR, owned by Joe Rogers & Associates, was built by Martinolich Shipbuilding Company

The ECUADOR, 138-foot clipper owned by M. O. Medina, was built by National Steel & Shipbuilding Corp.

TIME, FUEL, MANPOWER, MONEY SAVED FOR EVERY TYPE OF FISHING CRAFT

These reports further verify the dependability and economy of Sperry automatic steering for all types of fishing vessels. Following the set course *automatically*, it saves time *en route* and on the fishing grounds—functions perfectly in all seas—frees more men for fishing. The remote controller permits steering outside the wheelhouse—gives the skipper more time to supervise fishing operations. Every Magnetic Compass Pilot is backed by Sperry's dependable service.

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Juneau—
Kathleen Not the Only Shipwreck—Just the Biggest

On the same day the *Princess Kathleen* cracked her bottom on the Lena Point rocks and settled to the bottom of Favorite Channel, Sandy Stevens' 50' packer *Wanderer* sunk at the Juneau cold storage dock. The *Wanderer's* bowline was tied short and she pulled under on a long-run incoming tide.

Marine Surveyor Jack Warner bailed her out at a subsequent low tide and got her floating, then towed her to the Small Boat Harbor to remove the engine.

The packer *Sue* of Olympic Sea Food Co. was the boat which the Coast Guard's 83-footer had in tow when it received word of the *Kathleen's* distress. The *Sue,* skippered by Tom McAllister, had to be dropped while the CG ship went to help in the rescue operation. The *Sue* was later towed in by another company boat and her faulty clutch — the reason for her disablement—repaired.

Frank Wilkinson's troller *Maybe* dragged anchor in Soapstone Cove on a windy night, was punctured on a rock and sank. She was refloated and was being repaired.

Another troller which went to the bottom this summer but was refloated was C. B. Korhet's *Mallard.* It went down in a storm near Pelican.

And Cyril George's 50-foot seiner *Valor* had a taste of the bottom, although it didn't sink. The *Valor* was grounded near Angoon and broken open alongside the keel. Leaking badly, it was pulled up at Juneau and repaired.

A late summer storm tore Bill Douglas' gillnetter 31G229 loose from its moorings inside the Small Boat Harbor. The 316G299's keel was broken loose when she landed on shore. Then, later, she came close to shipping water on an advancing tide. On a steep beach, the gillnetter barely righted herself in time to keep from filling with water.

* * *

Too many boats—that was the trouble at Juneau's Small Boat Harbor early this fall as the fishermen were returning and Harbormaster Lin Geiger was trying to find places to tie them.

Rotted tie-up rails added to his troubles. Repairs on the floats and rails was scheduled by the city, which owns them, but manpower was short. "There are probably plenty of fishermen who would like a carpentering job, considering the kind of season they've had," Geiger said.

Southeast Alaska's canned salmon

Owner of Carol & Estelle delighted with AQUA-CLEAR Feeder

"Pays for itself many times over . . . virtually no maintenance . . . cuts lay-up time."

"No Signs of Rust and Corrosion SINCE WE HAVE INSTALLED THE AQUA-CLEAR Feeder"

Here's what Morris Rosenberg has to say about his boat, the Carol & Estelle, operating out of New Bedford, Mass.

"Fresh water cooling systems with their extra pipes, expansion tanks, pumps and extra maintenance, are very expensive, both in original cost and operating expense later.

"The Aqua-Clear Feeder is inexpensive for the job it does and requires virtually no maintenance at all. This enables us to cut lay-up time which is very expensive.

"Since installing Aqua-Clear we have seen no signs of rust building up inside the water passages, or any signs of corrosion anywhere and this is proof that the feeder is doing the job you say it will.

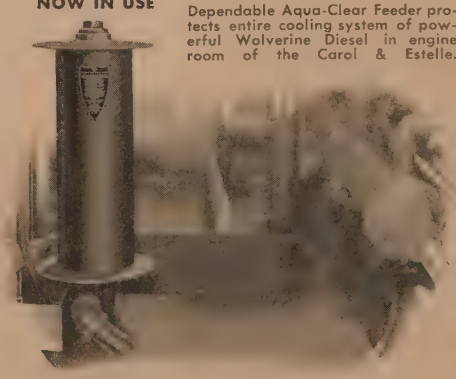
"We are delighted that we bought one as we are sure it will pay for itself many, many times over in savings to us."

Makes Old Engines Last Years Longer

Keeps New Ones from Ever Rusting

Don't let destructive salt water eat away your cylinder heads, manifolds, water jackets and liners when you can have positive protection with the AQUA-CLEAR Feeder at such little cost, only $30 to $50 for engines up to 150 h.p. and larger sizes in proportion.

OVER 8,000 NOW IN USE



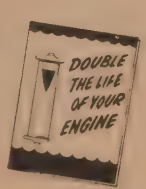
Dependable Aqua-Clear Feeder protects entire cooling system of powerful Wolverine Diesel in engine room of the Carol & Estelle.

Also Works Miracles in Processing Plants

Canners and packers are finding the AQUA-CLEAR Feeder to be the ideal solution to troublesome rust problems, along with other food processing plants — refrigeration plants, restaurants, laundries, factories, etc. Wherever there is rust in water lines, tanks, etc., the AQUA-CLEAR Feeder will supply complete protection.

Get this Folder FREE!

Tells how to save money; get more efficient operation. Write today.



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SALMON GILL NETS
made from BONDED twine

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When it comes to buying Nylon Salmon Gill Netting, don't hesitate — insist on the best — insist on nets made from U. S. Patented NYLOCK *Nylon Twine.*

Salmon Gill Nets made from NYLOCK Nylon Twine catch from 3 to 12 times as many fish. They're stronger . . . longer wearing . . . unaffected by mildew, fungus growths, oil or gasoline. They do not need to be dried, so 1 Nylock Net does the work of 3 ordinary nets. And, they require no preservatives, which means that they can be fished continuously.

In addition, NYLOCK's *special patented protected process* prevents knot slippage . . . strengthens the net and lengthens its life . . . prevents fraying . . . makes the nets much easier to handle and keeps dirt and marine matter from clinging to the net.

For further information, get in touch with one of the following manufacturers who make nets of NYLOCK NYLON TWINE:

R. J. EDERER, 540 Orleans St., Chicago, Ill.; Unity and Elizabeth Sts., Philadelphia, Pa.

PAULS FISH NET CO., 357 W. Ohio St., Chicago, Ill.

THE FISH NET & TWINE CO., 310 Bergen Ave., Jersey City, N. J.

A. M. STARR NET CO., East Hampton, Connecticut

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GOOD NEWS!
Heavier types of netting are now being produced made of NYLOCK Nylon Twine. Ask about them!

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100% NYLON
SALMON GILL NETTING

Frank Bramante, manager of Consolidated Fisheries' new fish receiving station on Fishermen's Wharf, San Francisco, stands by a box of fish under the new Star Machine Works, Astoria - type hoist.

pack, with only the fall chum season remaining ahead, stood at 1,147,886 cases as compared with 1,899,517 cases at the same date last year.

* * *

. Emil Vienole went south with his troller *Argus* after returning from the Olymic Games in Finland to pick it up. He had sold his home in Juneau before making the European trip. Vienole's son Oscar also had gone stateside in his troller *Ann Marie*, and another son, Arthur of the troller *Belle J*, was to follow.

"They're all old-time fishermen, and among the fairest and best," said Harbormaster Geiger. "We are losing three good citizens."

Olaf Larson in his halibuter *Arden* was another outgoing fisherman. He had stuck around long after the halibut season to get in some sports fishing for salmon.

Pete Oswald sold the halibuter *Tundra* to Red Fleming.

Gilbert Bixby turned-to early to copper paint his troller *Elizabeth*.

New Receiving Sation for Consolidated Fisheries

Consolidated Fisheries, Inc., has just put in a new fish receiving station at the foot of Jones Street, on San Francisco's Fisherman's Wharf.

Manager of the new station is Frank Bramante, who although a young man, is an old timer in the California fresh fish business. Frank worked for 19 years for A. Paladini, Inc., then during the war he was a sergeant in the Army and was stationed at Astoria for three years as a fish inspector. After the war he joined Consolidated Fisheries, Inc., and for a time was manager of the Eureka operation of that company, and also worked down at Monterey and Bodega Bay.

The new receiving station is equipped with an Astoria-type hoist for lifting fish boxes out of boats. It was built by Star Machine Works, Seattle, and has a capacity of 1-ton. It is powered with an electric motor, and controlled by remote push buttons.

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Expert Mechanical and Electrical Service
Dockside Facilities
on Lake Union

NC MARINE A DIVISION OF NORTHERN COMMERCIAL COMPANY
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Something New in Sea Stories

Here's a book that all lovers of the sea won't want to miss. Short Splices, by Stewart Robertson—author-artist—is a veritable "O. Henry" of the sea. Packed with all sorts of seagoing yarns, told in canny Scotch Humor, illustrated by the author.

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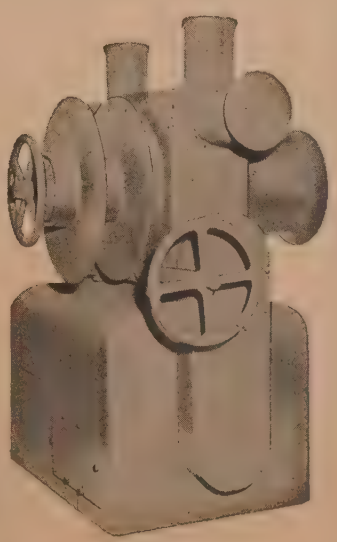

The Answer to Fishing and *Commercial Boat Operators* who need a low-priced, heavy-duty 100% Foolproof Cargo Hoist.

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ARNE STROM — HALDOR DAHL

SAN DIEGO BITE-SIZE ITEMS

Frank Medina, owner of the major clipper *Bernadette* recently took out the *Queen Mary,* belonging to his brother, *Joe Medina,* the Azores Island whale-reducing magnate. The latter vessel is usually skippered by another brother, *Fernandes,* who took a vacation . . . *Joe S. Rogers'* giant clipper *Constitution* after her fine maiden voyage sailed again after a trip to her builders' yard, Campbell Machine Company, for inspection. Joe and his nephew, *Manuel Neves, Jr.,* the skipper, reported everything, from Union diesel engines to York refrigeration to electronics worked like a charm, and Campbell's engineers confirmed that on inspecting her . . . *Ralph McCabe took* out the *Calistar* for Pan-Pacific Fisheries, Terminal Island. He transferred from the Bregante clipper, *Sunset,* now being run by *Matt Ghio, Jr.* . . . *John Luz,* the *West Coast's* sea-going boss, has married Miss Pombo, niece of *Joe Pombo,* owner or managing owner of several tuna clippers, latest being the re-built, after a fire, *City of San Diego . . . Joe Machado,* skipper of the *Espirito Santo,* filled up the huge Van Camp steel clipper off Central America; then got a commercial plane out of Panama for San Diego to attend to urgent business . . . *Manuel Felante* is now skipper of M. O. Medina's *Equator,* fishing for Westgate-Sun Harbor . . . *Leonard Piementel,* who was running Joe Penacho's *Charlene,* has retired and gone ranching. *Al Ferreira* has taken over. Al came off the *Ronnie S,* of which he is a co-owner . . . *Tom West,* veteran chief engineer and long-time friend and partner of the *Sun Europa's* managing owner, *Sam Crivello,* had to fly home recently from Panama when his daughter died at San Diego. The whole tuna fleet personnel, ashore and afloat, tendered Tom its heartfelt sympathy . . . *Joaquin "Jack" Canas,* owner of the *Mary C. Canas* and others, had a recent spell in the hospital but is now recovered . . . *Manuel Silvera,* father of *Ralph Silvera,* and co-owner of the *Sun Ray,* died at San Diego in late August. He was a true pioneer of the tuna fishery . . . *Tiago Goulart* was recovering from a stomach ailment at a San Diego hospital after being flown home by U. S. Coast Guard plane from Magdalena Bay, taken off the *Lucky Star* . . . *Vincent Ganns,* owner-skipper, *Cape San Vincent,* recently completed a 23-day trip with full load, one of the season's best . . . *Joe Leavitt,* formerly on the *Mondego,* is now running the *Gulf Star,* built by Avondale Marine Ways, which has never visited Southern California, shipping he tuna either north or taking the fare to Gulf of Mexico or eastern ports. . . *Joe Cabral* has transferred from th *Fatima* and been replaced by Charl Forster. *Tony Tavares,* managin owner, *Sun Pacific,* who was Europe when the clipper was arreste by Ecuador, has transferred manag ment to his son-in-law, *Roman Lu* the skipper.

Cincotta Develops Hook Specially for Albacore

Tony Cincotta, manager, Cincott Bros., San Francisco and Montere fisermen supply and equipment hous has developed a new type barble tuna hook, that Tony reports is goin over very well with the Albacore fis ermen.

The new hook, marketed under th Cinco brand, is made of stainle steel, and before it goes on the mark is put through seven different pro esses. The hook is so designed tha when it is set in the fish, it won't tea the flesh. Where the barb usually i the hook is rounded in a unique ma ner.

Tony has been working on the d velopment of this hook for the pa seven or eight years.

Cincotta Bros. have also been ap pointed jobbers for the Sudbury Lab oratories line which includes the pop ular Automatic Bilge Cleaner, Aqu Feeder, and Boat Zoap.

We Stripped the Deadweight Out of the DIESEL

Weight 1525 lbs. 100 Horsepower

GRAY MODEL SIX-D427 FOR WORK BOAT SERVICE

The significant fact about this engine is that it weighs 500 to 800 lbs. less than any marine Diesel of comparable size heretofore available. It weighs little more than a gasoline engine of the same piston displacement. Yet it is not a gasoline engine conversion . . . The weight reduction has been accomplished without sacrifice of strength or endurance. Note that even the manifold is of aluminum, possible only in a fresh water cooled engine . . . Originally developed for a requirement of the U. S. Armed Forces, it is primarily for work boat service, although the possibilities in heavy cruisers are obvious. The piston displacement is a measure of the work it will do . . . We invite inquiries from owners of commercial boats which can use 100 h.p. delivered on the shaft through gear ratios of from 1.5:1 to 3.5:1. All styles are fresh water cooled.

THIS LIGHTWEIGHT DIESEL HAS 100 HORSEPOWER CONTINUOUS DUTY RATING

Brief Specifications: *6 cylinders, bore 4⅝", stroke 4⅞"—piston displacement 427 cu. in.—compression ratio 14.4:1. Rating, 100 h.p. at 2200 rpm. Maximum torque is developed at power peak. B.M.E.P. is 85 lbs. per sq. in. at 2200 rpm. Length with reduction gear, 65-70"—both rotations available. Crankshaft diameter 2⅞". Nitrided, and magnaflux tested — seven main bearings.*

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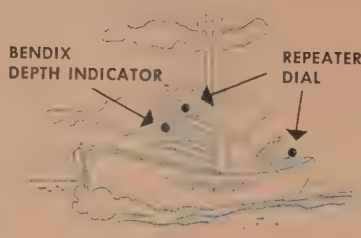
INSTALL IT ANYWHERE!

The *complete indicating unit* can be mounted on any convenient shelf or pedestal.



A repeater dial is available for installation at any second location, giving you dependable depth indication in your trolling cockpit or flying bridge.

The *dial alone* can be separated from the control unit and located on a bulkhead for easy, direct viewing with the control unit mounted wherever convenient.

New 100 *Fathom* BENDIX DEPTH INDICATOR

To meet the continuing demand for a special purpose, dependable depth indicator, Bendix presents its new model DI-1...the most versatile, lowest priced 100 fathom indicator on the market today.

With its removable dial, plus a second dial if desired, the Bendix Indicator can be installed *anywhere* to give you accurate, dependable depth readings to more than 100 fathoms.

Ask your Bendix dealer or write for complete information.

NOTE THESE OUTSTANDING NEW FEATURES

BIG 8 1/4" DIAL
Tilted for easy reading. Reads in both feet and fathoms. Self-illuminated for night use.

DIAL CAN BE SEPARATED
from control unit and independently mounted.

REPEATER DIAL
Available at *small* cost for remote installation.

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Proven Bendix electronic chassis contains its own power supply. (Not in separate unit.) Waterproof metal case including dial is 12"H x 9"D x 9 3/4"W. Available for 6, 12, or 32 volt systems.

TRANSDUCER
Highly efficient. Can be installed either in bilge or on hull. Molded in neoprene, eliminates electrolysis and is waterproof.

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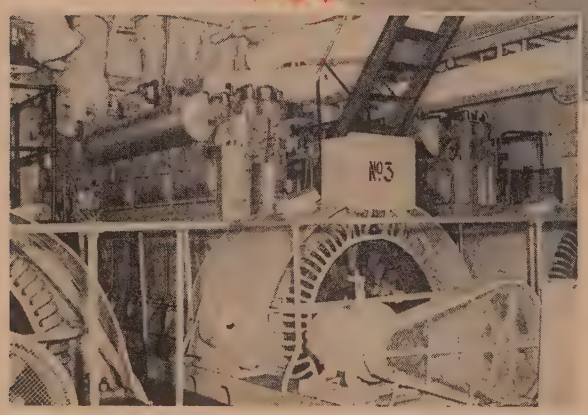
NEW FLOATING POWER PLANT FOR *Voice of America*



U. S. Coast Guard Official Photos

Three Model DSG-316 Enterprise Turbocharged Diesels, rated 725 HP at 514 rpm, furnish all the power for the COURIER'S 150,000 watt medium wave transmitter and the two 35,000 watt short wave transmitters. Engines are 6 cylinder, 4-cycle, 12″ bore x 15″ stroke.

The Choice of Power Experts

Largest TRANSMITTER AFLOAT —POWERED BY ENTERPRISE DIESELS

Speeding swiftly from one corner of the globe to another the newly converted USCGC COURIER relays Voice of America broadcasts to freedom-hungry peoples everywhere —over the most powerful radio transmitter afloat!

Selected to supply the power for this exacting task were three ENTERPRISE Diesels, designed to handle either standard diesel or any available crude or residual fuel oil. This fuel flexibility assures continuous transmitter operation regardless of fuel available in remote ports.

In addition to increasing engine efficiency, ENTERPRISE utilizes *Vapor Phase Cooling* to produce ample steam for condensation to 3,000 or more gallons of fresh water a day. Compared to other methods, savings in the COURIER'S water condensation cost alone will amount to nearly $15,000 a year!

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GENERAL METALS — ENTERPRISE

Enterprise DEPENDABLE Diesels

"Endeavor," owned by Sam Randazzo, placed first in the Group 1, boats 75' and under at the Fishermen's Fiesta. The theme was "Circus Waltz." "Endeavor" took first place last year.

George Felando and his crew decorated the Oakland, middle, so well to fit the theme of "I'm Forever Blowing Bubbles," that it took second place in Group II, boats 75' and over. During the parade from the bowl of the pipe a constant stream of bubbles issued to mingle with the decorations and pass into the air.

"Wheel of Fortune" won for the "Santa Teresa" second place in Group I. The seiner is skippered by John Sima.

Italy Buys Tunamen

Italy apparently is going into the tuna business, it was felt at San Diego recently when an Italian shipping firm successfully negotiated the *New Hope,* a 38' Albacore boat, built by Kettenberg Boat Works. The same concern was said to be dickering for purchase of at least half a dozen Southern California tuna-fishing vessels. The *New Hope* was owned by Don Byrd, well known tuna skipper, and valued at $15,000.

Arrangements were made to ship the *K-38* aboard a steamship for Antwerp, where an Italian crew will sail her to Naples to be outfitted for fishing operations in the Gulf of Aden.

Decorated in blue and gold with "I'll See You in My Dreams" as the theme (the motif of the San Pedro Fishermen's Fiesta this year was "Musical Memories"), the 75-foot purse seiner "Western Explorer" took first in Group II and sweepstakes award, including a $2,000 purse.

"Minnie the Mermaid," in ordinary life the "Santa Lucia," took first place in the Group III "Commercial" class at the Fishermen's Fiesta boat parade in San Pedro Harbor in Sept. Skipper is Pietro Pugliese. The boat was sponsored by Van Camp.
(Beveridge photo.)

Astoria—Fall Trawl Haul Heavy for Season

Extraordinarily heavy trawl fishing for the Autumn season was found by draggers working out of the Columbia River during late September and the first 10 days or so of October.

The boats were loading-up on three-day and four-day trips, working grounds all the way from Destruction Island south to Haceta Head, and finding fish on all of them.

A little earlier in the season dragging was seriously checked by weather for a considerable period; and when the trawlers got their twine on the bottom it caught little.

With the late-September return of good weather they found conditions on the bottom as changed as those on the surface. Loads were well mixed, with all the wanted varieties; and plants dispatched their draggers to various sectors to take catches patterned to the demand.

Astoria deliveries were marked by an unusual percentage of petrale for that port—evidently taken well to the north of the Columbia.

Monterey Fishermen's Fete Attracts Thousands

An estimated 35,000 persons attended the second annual Monterey Fishermen's Festival last month.

Highlight of the affair was the annual blessing of the fleet, done in the name of Santa Rosalia, the patron saint of Sicilian fishermen, by His Excellency, the Most Rev. Aloysius J. Willinger, bishop of Monterey-Fresno.

There were other events—a huge parade, the crowning of the Queen, Miss Elaine Balesteri, daughter of Mr. and Mrs. Joe Balesteri, a grand ball, and a decorated fish boat parade.

First prize for the best decorated boat went to the *Santa Lucia,* purse seiner skippered by Frank Cardinalli.

Fishing Regulation Upheld By Juneau Judge

Federal Judge George W. Folta on September 27 upheld Alaska fishing regulation that prohibits the taking of fish for personal use with commercial gear at certain times when it would be possible to sell the fish.

Judge Folta found Steven V. Hotch of Klukwan guilt of using illegal gear (a gillnet) during a week-end closed commercial period.

Hotch had been fined $100 in commissioner's court. He appealed, admitting doing the fishing but saying the law was invalid.

There was no trial in district court. Since the facts were agreed and only the law to be judged, the case was submitted to Judge Folta on briefs.

"Sherry Ann" Is Renamed "Coimbra" by Silva

Manuel Silva, who owned the ill-fated clipper *American Girl,* burned off Los Angeles harbor last year, has bought Manuel Machada's share in the big clipper *Sherry Ann.* Her name has been changed to *Coimbra,* after Portugal's famous university.

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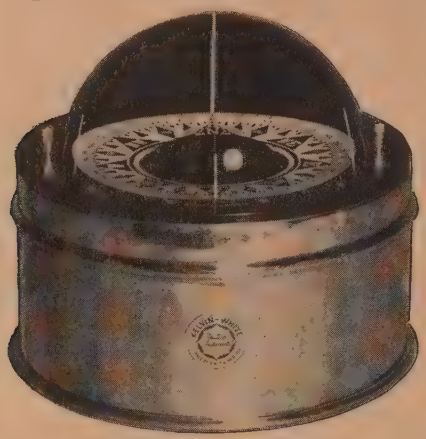
60 FATHOM DEPTH SOUNDER

Registers to 60 fathoms or 300 feet. Compact . . Rugged . . Accurate . . For safe, efficient navigation, and greater fishing profits. Write for catalog.



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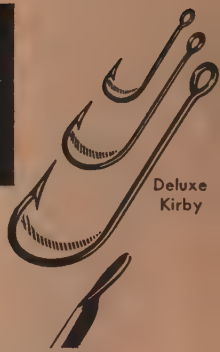

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Strong steel and excellence of finish mean dependable service. Pflueger hooks hold their shape, and stay sharp longer. Bait stays on until fish gets caught. Users say Pflueger hooks keep working long after you'd expect to have them replaced. Use Pflueger hooks to save money and bring in more fish.

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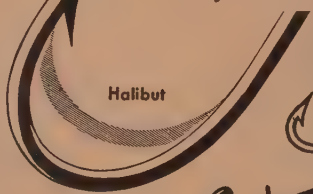

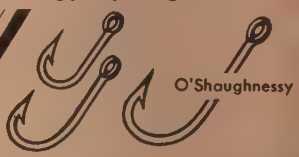

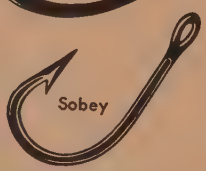

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STANDARD ENGINEER'S REPORT

DATA

LUBRICANT Heavy Duty RPM Motor Oil

UNIT 115 H.P. marine engine

SERVICE Fishing boat "Four Brothers"

CONDITIONS Low engine temperatures—constant load

FIRM V. Passanisi & Son San Diego, Calif.

Engine clean after 1⅓ years of "cold" operation!

HEAVY DUTY RPM MOTOR OIL has kept this 115 H.P. marine engine clean and running perfectly for 16 months, despite tough work 10 hours a day, 5 days a week. The engine powers the 32 foot, 10 ft. beam fishing boat, "Four Brothers," operated by V. Passanisi and his son, Frank. When inspected recently, engine showed no deposits, all rings and bearings were in good condition.

FRANK PASSANISI says, "Carbon is a common problem in most fishing boat engines because they work 'cold'—at temperatures too low for best operation. However, Heavy Duty 'RPM' solved that problem for us. The way our engine runs now, we should be able to go 5 years before thinking of an overhaul."

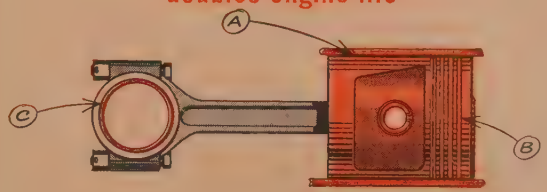
MECHANIC E. B. DAVIS, owner of Rosecrans Garage, San Diego, says, "When I opened this engine to grind the valves, it was the cleanest I'd ever seen in this type. There were no signs of wear in cylinders or on pistons."

REMARKS: Heavy Duty RPM Motor Oil was tested in the laboratory and in field use. Compared to premium type oils as designated by the American Petroleum Institute, Heavy Duty "RPM" doubles engine life—the time between major overhauls due to lubrication.

HEAVY DUTY RPM MOTOR OIL

TRADEMARK "RPM" REG. U.S. PAT. OFF.

How Heavy Duty RPM Motor Oil doubles engine life



A. Contains special compounds that keep lubricant on metal whether hot or cold—reduce starting and running wear and rusting when idle.

B. Detergent makes carbon and soot contaminants harmless—keeps rings free, engine clean.

C. Resists oxidation and corrosion, stops foaming.

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

STANDARD OIL COMPANY OF CALIFORNIA

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1—Swenson triple effect Stickwater Evaporator, with copper horizontal tubes, total heating surface 1320 sq. ft. Including connecting piping, condenser, pumps, supporting steel, etc.
1—Swenson single effect Evaporator with copper tubes, heating surface 440 sq. ft. Including connecting piping, supporting steel, condenser, pumps, etc.
1—6' x 50' Louisville Rotary Steam Tube Dryer.
1—Davenport No. 3A Dewaterer.
2—5' x 40' direct heat Rotary Dryers.
1—Bartlet Snow 10' dia. x 4' deep, jacketed, agitated Kettle. Sweep Agitator, side door discharge, 140 lb. Steam.
3—9800 Gal. horizontal S/S lined Tanks, jacketed for cooling and heating and agitated.
Also other Agitators, Hammermills, Pulverizers, Kettles, Digesters, Steel Storage Tanks, Vibrating Screens, etc.

CONSOLIDATED PRODUCTS COMPANY, INC.
1621 Broadway New York 38, N. Y.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new! Priced for quick sale. SHERMAN SUPPLY CO., 2456-1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

FOR SALE: One conventional Pursing Winch with hardened gypsies forward and aft. Built 1951, Tacoma Boatbuilding. Used on six sets, practically new. Price $600. Communicate Blue Channel Corporation, Beaufort, South Carolina.

BARGAIN OF THE YEAR—Boat KI-POC-KI, 48x13', $26,500 marine survey value going for $18,000, used three seasons, sleeps six. Finest construction, oak frames, vertical grained Douglas fir decking and planking. Gray Marine 165 HP diesel, Fairbanks-Morse auxiliary, Freon refrigeration, 19 ton hold, equipped bait tank, 32 and 12 volt generators; radio, DF, Iron Mike, hydraulic anchor winch and heavy duty winch and steel boom for purse seine. Contact Arch Kincheloe, 8153 Kenyon Ave., Los Angeles 45, Calif. Phone ORchard 1-2865 evenings.

FOR SALE—Combination boat, rigged for Albacore, dragging, completely outfitted. 45x14x6'. 165 HP GM diesel, holds 20 tons fish, sleeps four. 40 watt Northern radio phone, 250 Fathometer paid for, Iron Mike, DF. Built Seattle 1939. Sold with or without fishing gear. Make offer. Fred Paolini, 1658 Greenwich St., San Francisco, Calif. Phone: ORdway 3-9572.

FOR SALE OR TRADE for 38' or 40' trolling boat: Business building on central California coast. Going restaurant and living quarters. All equipment and beer license. Write Leonard Jacobsen, Route 2, Box 2984, Aptos, Calif.

PURSE SEINERS—ATTENTION!

Two new sardine and mackerel canneries in Colombia, South America wish to contract sardines and mackerel supplies. Also wish to contact owners purse seiners equipped refrigeration, willing to fish Pacific and Atlantic coasts Colombia, with government permits. Will contract all production. Possibilities for permanent all year round operation. Applicants must be actual owners of vessels, thoroughly experienced in sardine and mackerel fishing, for which must be completely equipped. Bank and commercial reference available to seriously interested parties. Write AIR-MAIL to Empacadora "Del Prado" Apartado Aereo No. 727, Barranquilla, Colombia.

SPECIAL

GM 6-71 Crankshafts, magnafluxed and guaranteed—Standard $165 .010 undersize—$120

GM-6-71 268-A—278-A—567 Diesel Engines and Parts
Bearings for all makes of reverse gears
Twin Disc—Graymarine 1½ to 1

M-193	$20.00	M-1067	$6.00
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Astoria— News of Boats and Fishermen

Ike Ludtke, operator of the *Galaxy,* fishing out of Warrenton for San Juan, recently purchased a duplex apartment in Hammond, Ore., and plans expansion of the property . . . Ove Holm, fishing his boat *Evelyn H* this season in the Columbia River area, left for tuna fishing off northern California . . . Martin Hansen, formerly of Eureka, and crewman on the *Memories,* is now operating the dragger *Marian F,* whose owner, Art Paquet is now Astoria postmaster . . . Marion "Speed" Hill, Eureka, is now skippering the *Broadway,* dragging out of Astoria for New England, but made a jaunt to the tuna grounds and was back in the Eureka area for a while . . . Nick Zorich, erstwhile skipper of the new *Al H,* New England's combination dragger and seine boat now back in Everett, Wash., is a crewman on the *Shirley Lee,* operated by Les McMillan. Les has been in Astoria all summer fishing for Sebastian Stuart . . . Englund Marine Supply recently supplied Nels Rassmussen, Astoria, with a 4-162 Gray Marine Engine for his gillnet boat . . . George Budinich, with his *New Mexico* is back in the Columbia River, dragging for Nefco . . . Friends of Charles "Deacon" Ryder, formerly on the *New Mexico* were pleased to have a visit with "Deac" when he made a trip to Astoria recently. Ryder was injured in June last year when his leg caught in a gear while working on the *Mex* and has been confined to the Marine Hospital in Seattle until this August . . . Jack Maki and Eino

auppi, until just recently crew-members on the *Harold J*, skippered by rancis Banich, have signed a three-ar contract for tugboat work in awaii . . . The Stork Department: ie boys have it—The Andrew Kus-ras have their second boy, born ug. 26. Andy is a gillnetter fishing the Columbia River. It's another y for the Phil Pinkstaffs, born Sep-mber 10—their second child. Phil is former secretary of the Otter Traw-rs Union and crew member on the *estucca*. A boy too, for the Dominic egets of Brookfield, born Sept. 10. ther is a gillnetter . . . Allard "Bud" nger has his dragger *Nestucca* at RPA shipyards for installation of a 110 GM Diesel engine. The *Brook-ld*, skippered by Cal Johnson, is so in CRPA shipyard for a series major repairs . . . The Ilwaco Boat op is building a 38′ troller for R. E. rger, of Vancouver, Wash. . . . Jerry nderson has returned to the Uni-rsity of Oregon after spending his cond season fishing with his dad, thur J. Anderson on the *Kincheloe*. so fishing with his father this sum-r was Ted Mather, on the *Trask*, ippered by Al Mather. Ted gradu-ed from high school this spring and now attending Oregon Tech. School. . Charles and Henry Goodrich, Jr., New York, sons of Henry Goodrich

of New England Fish Co. have completed a summer session of trolling salmon out of the Columbia River area and Depoe Bay. The boys fished the troller *R-Own*, which was salvaged and repaired after it sank at Fort Bragg last year, and returned to Astoria early this spring by John Auvil. Charles returned to New York to attend school and Henry Jr. is back at the University of Washington . . . Back in Astoria after a season of seining in Puget Sound and Alaska, on the *Barbara S* are John Auvil and Arvo Savonen. The *Barbara S* made her maiden voyage early in the summer as a dragger, with Auvil as skipper and Arvo as engineer, and the boat was later diverted to seining operations with Henry Husby as skipper, fishing for New England Fish Co. While Auvil fished on the *Barbara S* he turned over his own dragger, the *Madeline J* to Victor Kaartinen, former operator of the *Gem*. Vic is presently fishing for New England Fish Co., Astoria, with Matt Baird and Johnny Auvil as crewmen.

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DIESEL and GASOLINE ENGINES

New England Fish Co. steak packages in the new dimensions and design adopted for this new product. Basic background is yellow. Product identity is the dominant note, with a premium on legibility.

Nefco Takes

A STAKE IN STEAKS

CONVINCED that steaks are the traditional and ideal cut for salmon and halibut, and that modern packaged fish merchandising requires that they be plate-frozen in the consumer package, New England Fish Co. this fall took a large stake in steaks and equipped a specialized division of its Everett, Wash., cannery-freezer exclusively for steak production.

With machinery designed and developed by its own technical men, and built in its own shops, Nefco knife-slices steaks from unfrozen salmon and halibut; brines, portions, inspects, packages, wraps and freezes them in a specialized production line which puts a premium on mechanized precision and automatic operation.

For the new product, New England has a new package; and for the new package a new label. Steaks are cut ⅞" thick; and the carton is that deep, with length of 8⅝" and width of 3¾". Contents is exact weight—one pound, measured to a fraction of an ounce as the carton is filled. Halibut steaks are portioned for packing, usually with three portions to the pound; occasionally four; rarely two. Salmon steaks run from two to three pieces, averaging two-and-a-half.

New Englan's new label design for its "Bellanna" brand steaks is the work of Lester Beall, New York City designer. It is an interesting compromise between the realistic school, with its liking for the natural-color photograph of the cooked product; and the conventionalized label school which relies upon simple design, strong colors and large type to tell Mrs. Consumer that *this* is the item for which she is looking.

"Bellanna" salmon and halibut steaks thawed in the new-dimension package to show how the sliced steaks conform to the package, expelling air, when they are fast-frozen under pressure between plates refrigerated to 55° below Zero.

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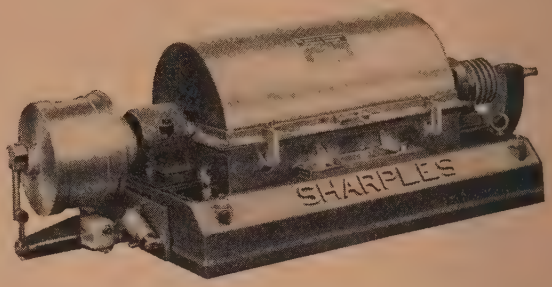
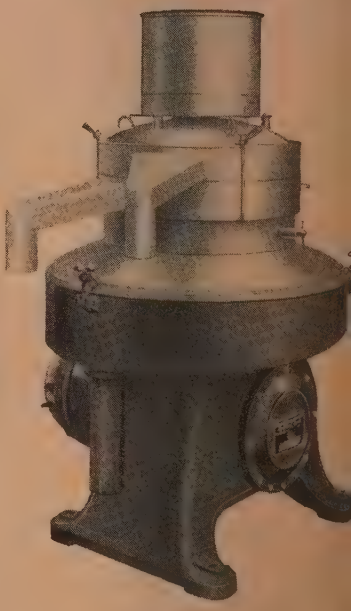


- Maximum meal recovery with minimum oil content. This means not only more meal recovered . . . but also peak efficiency from oil separating Nozljector, since it handles more oil, less solids, and runs longer between cleanings.
- Fully continuous production . . . no added labor.
- Recovered meal is ready for drying . . . light and fluffy.
- Rugged construction . . . made for tough fish reduction requirements.

The Sharples 12 Nozzle Nozljector



- Maximum oil recovery at high capacities.
- Continuous operation . . . no added labor.
- Reduces oil content of stickwater to a minimum.
- Oil produced is lighter in color and lower in free fatty acid content.

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The right half of the package face ears realistic color reproduction of ooked salmon and halibut steaks, as he case may be. The left half is a ellow background. Centered, and verlapping the two halves, is a con-entionalized fish, outlined in red for almon, in blue for halibut.

Strongly printed on it in large, red othic capitals "SALMON STEAKS" r "HALIBUT STEAKS" stand out nd dominate the entire package. The oman who left her glasses home ill have no trouble reading this, for ie packages shout their identity om one end of the frozen food cabi-et to the other. "Bellanna" brand, nd "Fresh Frozen—Ready to Cook" re plainly presented, but are subor-inated to product identity.

On the back of the package are sug-estions for storing, defrosting and ooking, with basic recipes.

onsumer Preference Found or Salmon, Halibut Steaks

Careful consumer studies convinced ie New England Fish Co. manage-ent, headed by Harald Synnestvedt, resident, that halibut and salmon eaks have numerous advantages ver fillets of these varieties. The iape and firmness of the fish lend iemselves to this cut; tradition dic-tes it; accepted methods of prepara-on place a premium on steaks; and iere is less waste.

With preference for steaks estab-shed, the packing problem was ap-oached. Sawing steaks from froz-n salmon and halibut is no new thing, nd has been practiced for years; but is accompanied by packaging prob-ms, notably in the necessity for ndom weights, and the lack of com-actness in the package.

nife-Slicing Advantages

As a long-time advocate of plate eezing under controlled pressure for ckaged fish products, New England cide its steaks should be knife-sliced om unfrozen halibut and salmon to rmit them to be packaged and froz-in this manner.

Items of advantage claimed for this ocedure include:

1. The knife cut is smooth, leaving glossy surface;

2. Exact weight can be put in the rton, with resulting uniform price r package and elimination of time d trouble demand on the retailer weighing and/or pricing each in-vidual package.

3. As they are put under pressure freezing, the steaks fill the pack-e completely, all air being expelled, th resultant protection of color and vor.

4. Economic recovery is greater, gely through elimination of the w kerf.

5. The process lends itself to auto-atic operation, with the cartons ing formed and closed mechanically.

Two Harald Synnestvedts, senior and junior, Nefco's president and Puget Sound manager, respectively, watch the halibut slicing operation in the new steak division.

Close-up of a slicing machine with the halibut carriage at the end of its travel. Note the clamping band is tight. In the picture above it is released so the fish may be advanced for another cut.

The brining machine, producing precision salting by exact timing and draining. Little brine is required, and it is changed frequently.

Elevators raise steaks first to the briner and then to the portioning station, where they are trimmed and large ones divided for packaging.

Everett "Steak House" Has Interesting Features

Returning now to the plant, to see how all this is accomplished:

The Everett steak division is housed separately in a mezzanine high above the north side of Nefco's great cannery-freezer pier.

On the fish floor below, fish for steaking are dressed, fins trimmed away; and salmon are scaled. This

8 year Sea Test Proves
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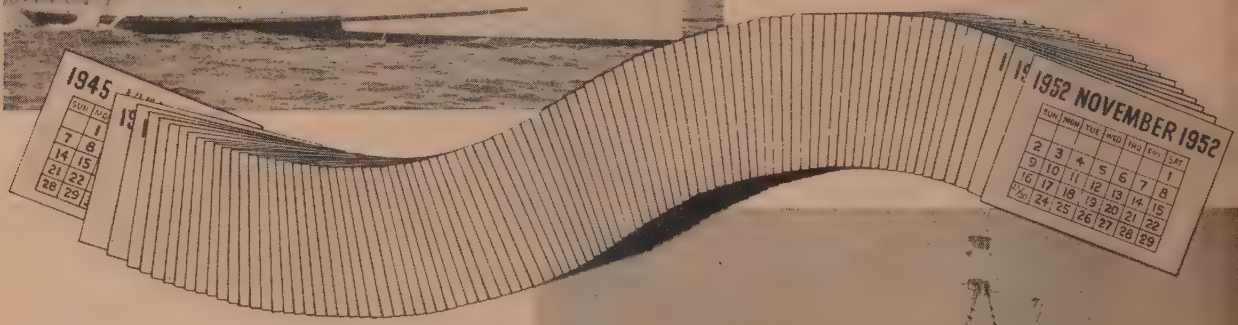
When they commissioned one of the biggest tuna clippers afloat in 1945—every surface of the NAVIGATOR was coated with ATLAS MARINE PAINT. So spectacular was the performance of this paint—season after season—so well did it weather the years of punishing exposure that, when the even bigger CONSTITUTION was launched in 1952, owner Joe Rogers and the builders of both clippers, the Campbell Machine Co. of San Diego, all agreed that ATLAS MARINE PAINTS would be used.



IN all the many years that ATLAS MARINE PAINTS have been used on every craft from round-world ships to tiny pleasure boats, no other paints have surpassed them. There's a lifetime of practical marine experience back of every formula, assuring much longer lasting beauty and protection. ATLAS Anti-Fouling Paint is spectacularly successful in keeping steel hulls clean, while ATLAS GOLD LABEL COPPER COMPOUND provides wooden hulls with the most effective year-round protection known against teredos, worms, barnacles and other growths. For topside surfaces—specify ATLASHEEN Enamels and ALTASPAR Varnish.

You pay no more when you specify ATLAS MARINE PAINTS for all surfaces—but you get much longer protection and beauty.

The two tuna clippers pictured are among the largest of the fleet. Owned by Joe S. Rogers and Associates, built by Campbell Machine Co., San Diego. Atlas Marine Paints used exclusively on both ships.

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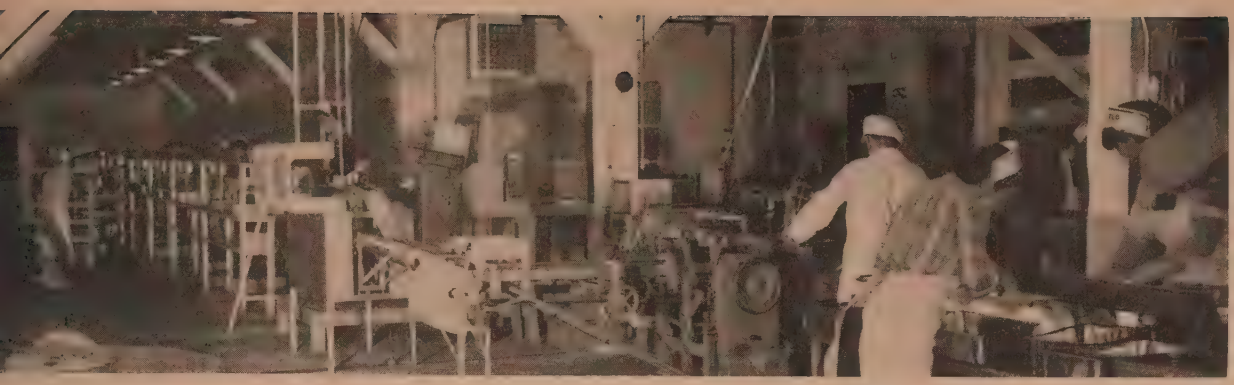


General view of Nefco steak plant's packaging section. Steaks in stainless steel lug boxes are trucked from the inspection table, right foreground, to the packers in the extreme left background; the filled cartons being closed by machine in the left center, and label-wrapped by the Package Machinery Co. wrapping machine in the right center.

caling is a rather rare operation on ne Pacific Coast, but it has been ound desirable in slicing salmon eaks. Two motor-driven Strand calers are provided.

Nefco Slicing Machines Designed for Operation

New England's steak cutting ma-ines resemble a bacon slicer, con-sting essentially of a revolving cir-ular knife, with a carriage on which ne fish is held firmly as it advances gainst the knife, and on which it ay be moved a precisely determined stance for each succeeding slice. alibut and salmon carriages differ design, but are readily interchange-ble. The slicers were built in the op of the Canadian Fishing Co., ew England's Canadian affiliate.

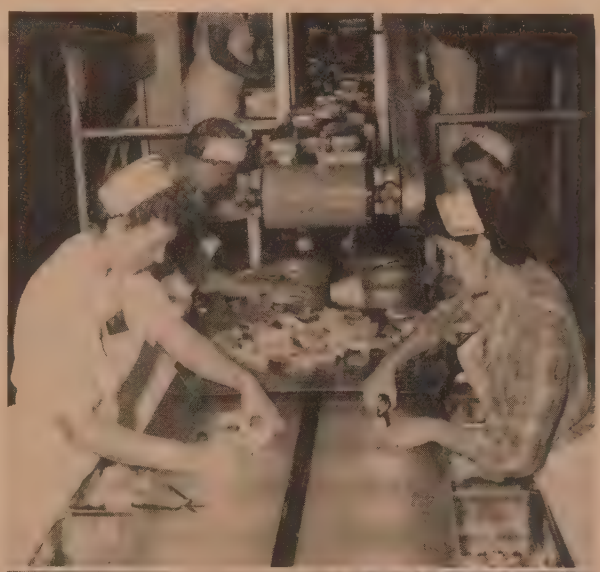
The halibut carriage is broad and at, and the fish are clamped to it for icing by a stainless steel band. As ne carriage returns after comple-on of the slicing action, the clamp-g band relaxes automatically. The perator moves the fish against the ide and steps on the control of a ydraulic cylinder. The clamp tight-as, the carriage moves forward, tak-g the fish through the knife; then eturns automatically as the clamp relaxed, preparatory for the next ice.

For salmon the carriage is much naller and lighter. The clamp is ertical, like two slightly curved nds held together at the wrists, ith the thumbs toward the observer. his carriage is pushed by the opera-r, being without hydraulic cylinder.

Brining Device Provides Precise Salting Control

From the slicers, the cut steaks are evated to the briner, built by Flohr Co., metal fabricators, to Nefco-anfisco design. It consists of a cir-lar stainless steel trough set at an gle to the horizontal, with brine d to the lower sector of the circle. s the steaks enter this brining ma-ine they are carried through the salt solution by eight perforated steel paddles rotated by a central variable speed drive.

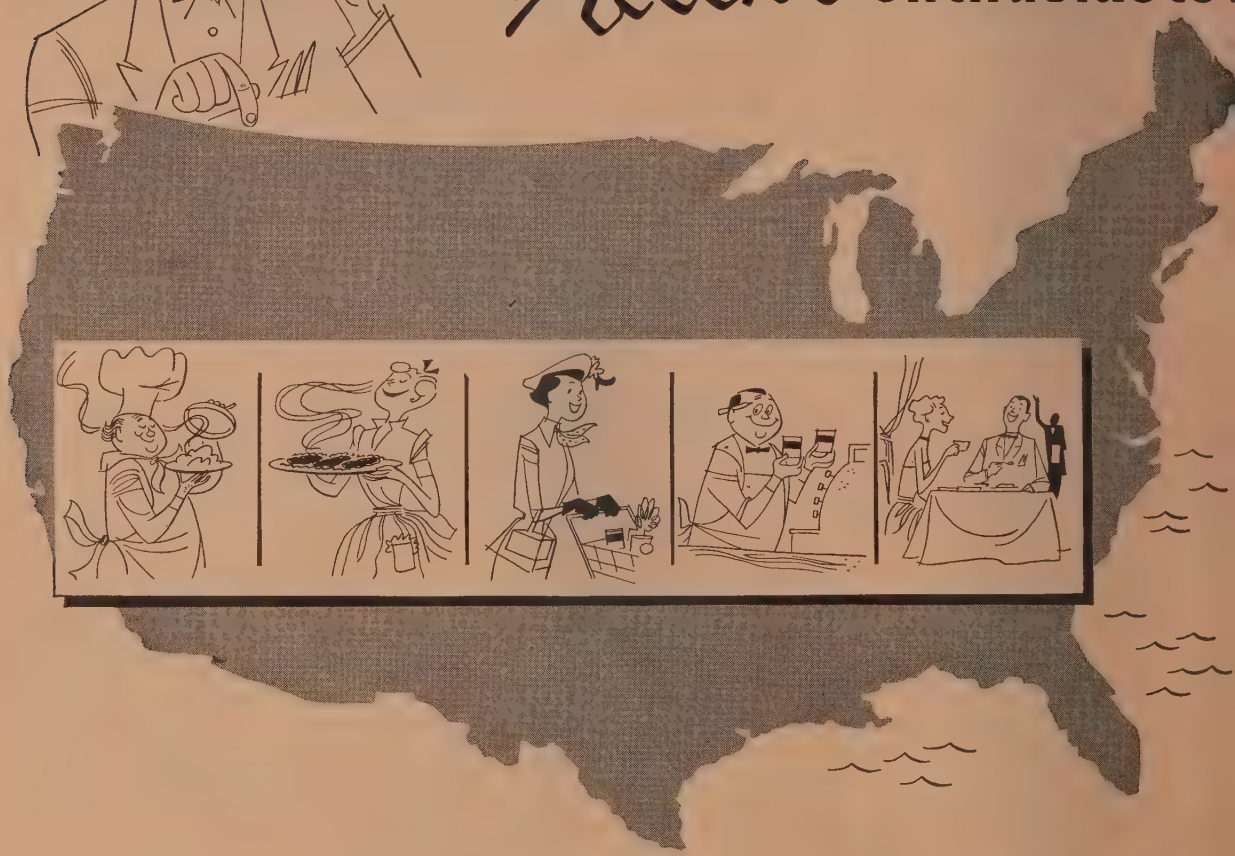
By adjusting speed of rotation, as well as the strength of the brine solution, any degree of brining may be achieved. As the paddles carry the steaks out of the brine they drain through the upper segment of the circle before being elevated to the portioning station, where six women working on either side of the white neoprene belt divide the larger halibut steaks into portions suitable for packing in the cartons. Normally much smaller, the salmon steaks need not



Trimmed steaks from the portioning station in the background are delivered to this illuminated glass inspection table, where each steak is examined for any imperfections.

Packagers receive formed empty cartons on the top conveyor, fill them to precise weight on over-and-under scales and place filled cartons on conveyor to be machine-closed after third and final inspection. Note fish supply in stainless lug pans.

YOU can profit by the nationwide, ready-made audience of Ac'cent® enthusiasts!



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With Ac'cent (pure monosodium glutamate) on your label, you give your product a flavor-edge over competition . . . give it a chance to win new friends and influence new customers! They're a ready-made audience . . . and a perfect set-up for you!

Ac'cent®
PURE MONOSODIUM GLUTAMATE
...makes good food taste better!

AMINO PRODUCTS Division, International Minerals & Chemical Corp., 20 North Wacker Drive, Chicago 6, Illinois

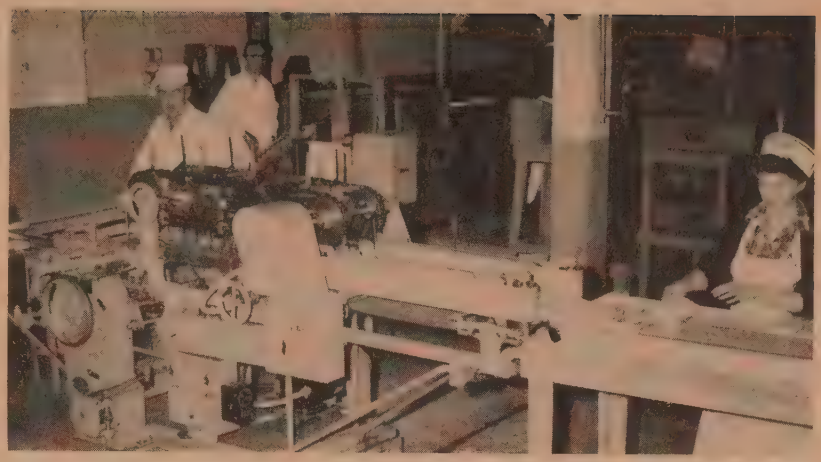
be portioned, but are trimmed and any fins removed.

From the portioning station the belt carries all steaks to the inspection table, where four women inspect for quality every steak on a ground glass plate illuminated from below by powerful lights which disclose any imperfection. Passed steaks are placed in shallow stainless steel lug boxes, to be carried to the carton-filling table on a wheeled truck fitted with several shelves.

Packaging, Wrapping And Freezing Operations

The carton-filling table is a one-sided unit. Steaks in the stainless lug boxes are supplied from the back side, with the fillers—16 in number—working on the opposite side of the table. Empty open cartons are delivered by conveyor along the top of the table. Operators place the cartons on Toledo "Speedweigh" over-and-under scales and fill them with fish to exact weight, then adjust the steaks attractively in the carton, placing it on the lower conveyor to be carried to the carton-closing machine. The open-carton system not only saves time of the fillers in closing the packages but also gives an opportunity for checking workmanship.

The cartons used are of the "Klik-lok" type, manufactured by the Container Corporation of America. They are set-up from folded blanks by a Bemis-Jason Machine Co. forming machine, while another machine of the same manufacture closes the cartons before they pass to a high-speed Package Machinery Co. wrapping machine which applies the heavily waxed overwraps manufactured by the Marathon Corporation.



Consumer cartons are formed from box blanks by the machine in the right background just above the woman in front. After filling, workmanship is inspected by the woman seen just to the left of the post; and the cartons are then closed by the machine just to the right of the men. Close cartons are wrapped by the Package Machinery Co. wrapping machine in the left foreground, and then pass to the woman who fills the trays for plate-freezing.

Wrapped cartons are placed two-deep in aluminum freezer trays manufactured by Flohr & Co. Metal Fabricators. These are slipped into the shelves of a multi-level wheeled truck, suspended as a constant-level "dumb-waiter." When filled, the truck is lowered to the main floor of the plant, where the trays of packaged steaks are transferred to the Amerio plate freezer, manufactured by Contact Plate Freezers, Inc., Union City, N. J., and furnished for the Everett plant by Lewis Refrigeration & Supply Co., Seattle.

The freezer is operated at a plate temperature of minus 55°, with the plate pressure on the packages 275 psi. The steak packages are frozen to 0°F. in 65 minutes; and to minus 20° in 80 minutes, when they are removed, packaged in corrugated fibre cartons, 12 and 24 pounds capacity and stored at minus 16°F.

Amerio plate freezer, right, is being loaded with "Bellanna" salmon and halibut steaks, packaged, wrapped and placed in aluminum freezer trays. Freezing is accomplished under 275 pounds pressure between plates at 55° below Zero. Note the vapor from the just-opened freezer, and the "dumb-waiter" truck in which the trays have been lowered from the steaking division above.

Sablefish Steaks Also Are Being Introduced

Operation of the steak division is under Harald Synnestvedt Jr., manager of New England Fish Company's Puget Sound operations. Technical aspects of the steak operation and the equipment for it were developed by Harry R. Beard, the company's director of research, and Lorne Ford of the research department of The Canadian Fishing Co. Sales of the "Bellanna" brand steaks are handled by William S. Gilbert, packaged frozen fish specialist in the Nefco sales department at Seattle.

Introduced to the trade in September, the new item in the "Bellanna" line commanded instant interest and recognition, with early sales exceeding expectations.

Throughout this article discussion has been confined to salmon and halibut steaks, as is proper, for they are the dominant items. A third steak product, however, is being introduced —sablefish. This western species is rather new to the packaged frozen fish trade. It is an extremely rich, fat, white-meated fish which has long been used for kippering, principally on the West Coast, although to some extent in smoked fish centers of the East. It is distinctively different from most packaged frozen fish, and in its steaked form should prove widely popular, particularly with those who prefer rich seafood.

P&H Diesel Engines

(2-CYCLE)

Are your diesels this easy to service?

Talk about simplicity! It's hard to imagine an engine simpler than the P&H Diesel! If any service is needed, you work *only* with the part affected.

An injection pump, for example. Replace it separately — in a few minutes. You needn't replace the entire system. Or a scored cylinder: No need to take down the whole engine. A complete new cylinder head and liner assembly can be installed in 40 minutes. And if need be, you can take it from any other P&H Diesel. Think of the convenience. And the time saving!

And by the way: P&H's precision aluminum alloy bearings, with more generous bearing surfaces, have practically eliminated connecting rod bearing troubles.

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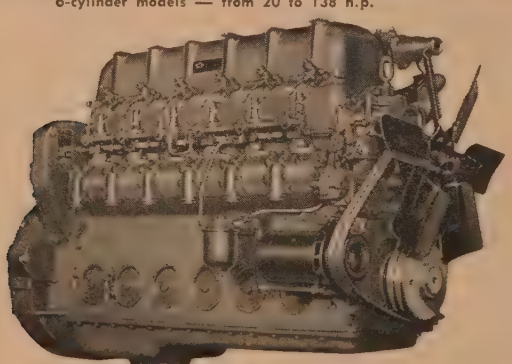
P&H Diesel Engines are built in 1, 2, 3, 4 and 6-cylinder models — from 20 to 138 h.p.



P&H DIESEL DIVISION
HARNISCHFEGER CORPORATION
CRYSTAL LAKE, ILLINOIS

the P&H Line

FOOD FISH MARKETING
Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

November 1952

Salmon Sellers Keep One Eye On B. C. Pinks, Other on Chums

Salmon marketers were closely concerned with the Canadian situation in October as this issue went to press; and as they took stock of the new situation in Chums as result of the surprisingly good production in Alaska during the fall season.

Canadian Pinks were coming across the border in October in limited volume. This business took one of two courses. Some of it failed to measure up to the official American standards and was rerouted back to B.C. The balance sold for $19, c.i.f. Seattle, duty paid, American funds.

To presstime diligent inquiry failed to confirm any Canadian pink sales actually consummated in this country at less than $19.

American sellers were beginning to relax a bit. They began to feel somewhat reassured in the belief that:

1. The quantity of Canadian Pinks which could pass American inspection wasn't as large as had first been supposed;

2. There was little immediate likelihood that Canadian Pink talls would be offered in this country at less than $19.

On the other hand, some sharp analysts believed that any substantial advance in the price of Pinks—or any general acceptance of the $20 price—would see a substantial over-the-border import movement.

Whether much business had been done in Pinks at $20 was unclear as we closed. There were plenty of reports that talls were being sold at that figure, but confirmation proved elusive.

With around 1 million cases of Alaska Chums in sight by mid-October, sellers did not deny to themselves that they had a bit of selling to do. One said: "If the quality of the 150,000 cases put up in Alaska this fall is as good as they say, then the pack can probably be sold at $16."

There were *some* Coast Chums being packed in October, and these always—and properly—take an under-the-market price. Their volume, however, was not expected to be sufficient to be disturbing.

In salmon trading a tedency for Pinks to rise toward the point where there would be a $4 spread above Chums would supply a lot of leverage to the latter commodity — perhaps enough to move a million cases.

Significant Shifts Spotted In Shrimp Sales Set-up

Although a number of negotiations were not complete in Mexico's Pacific shrimp industry when the 1952-53 season opened, several distribution changes were noted between operators of freezer plants and trawler fleets and U. S. importers.

Marine Products Company, largest importer, with its "Ocean Garden" brand, would rely largely this season on the output from Pesquera de Topolobampo, one of the world's largest shrimp freezers, and from Productos Congelados Santa Clara, at El Golfo.

Hector Ferreira's Pesquera E. Industrializadora, Guaymas, was reported freezing to the account of Rubentein & Son, Dallas, with the "Guaymex" brand. Kourlouris & Casaretto, Los Angeles, were said to be handling deliveries on the west coast.

Fortuna Foods, which last year handled Ferreira's production, this year was negotiating for another source of Gulf of California shrimp, but details were not complete at presstime, according to Walter Butler, Jr. manager of Los Angeles operations.

Productos Marinos, original Guaymas freezer, is said this season to be freezing shrimp for Morris Fisheries, Inc., Chicago, with its "Ho-Ma" brand. There will be an outlet in Southern California.

Central Fish & Oyster Co. packs shrimp throughout the year from its refrigerated stocks. The company, headed by Louis Beverino, was expected to secure additional sources of supply this season to meet increasing demand for the company's "Blue Diamond" brand in fresh-frozen and breaded shrimp in the 12-oz. and 5-lb. packages.

Wilbur-Ellis Company would probably import shrimp from additional sources other than Productos Congelados where the DeCima brothers product "Southern Seas" and "Southern Royal." The company's La Reforma plant probably will not operate this season.

However, Productos Congelados' freezer at Guaymas, augmented by freezers at Mazatlan and elsewhere, were expected to fill Wilbur-Ellis needs in the national field.

Marine Products Company, after considerable experimentation definitely branched out into the breaded-shrimp field for the 1952-53 season. At a brand new plant at Buena Park, the company was producing a 10 oz. "Ocean Garden" consumer package for national distribution.

General S. Perez Ramos was reported to have closed his freezer, Fomento Maritimo at Guaymas, and to have moved his trawling fleet to Mazatlan for delivery of shrimp to a freezer there. Fishing at Mazatlan, always late, was not underway there in early October.

Calif. Mild Cure Pack 450 Tierces

Joe Tarantino, managing partner, Bell Smoked Fish Co., San Francisco, reports that his company has put up 50 tierces of mild cured salmon this season.

The total pack of California mild cured salmon is reported to be around 450 tierces. Beside the salmon, Bell Smoked Fish Co. has been busy canning local caught Albacore.

Southern California Canned Fish Prices

Quoted F.O.B. Pacific Terminals at presstime.

TUNA—
Advertised Brands:
White Meat, Fancy (7 oz.) ..$15.00 to $16.00
White Meat, Chunks (7 oz.)..$13.50
Light Meat, Fancy (7 oz.)....$14.75 to $15.00
Light Meat, Chunks (7 oz)..$13.00 to $13.50
Light Meat, Grated (6 oz.)..$ 9.00
Private Label:
White Meat, Fancy (7 oz.)....$13.00 (correct)
Light Meat, Fancy (7 oz.)..$13.00 (correct)
Light Meat, Chunks (6½ oz.) $11.50 to $12.00
Light Meat, Grated (6 oz.)..$ 9.00
Dark & Light .....$ 7.50
MACKEREL—
Pacific, talls/nat. 48s.....$ 8.00
Jack, talls/nat. 48s.....$ 7.25
SARDINES—
No quotations

Tuna Trade Firm, If Not Too Profitable

Although packers were proceeding somewhat cautiously as the year waned, there was no feeling of pessimism, as was general in Southern California's tuna industry last fall. The year to date had been a good one, with demand good, even though it seemed almost impossible to get the canned product into the profit column.

Stocks were not building up in the volume of last year; sales were running normal and, it was the opinion of experienced sales managers that the year would end with sales around 5% ahead of last year.

By October 1 Southern California had produced 6,188,805 cases; for the same period in 1951, 6,261,652 cases, so it was still behind. However, during the final period last year only 23,409 tons was received for three months, and 1,032,106 cases packed. It appeared quite likely this would be exceeded during the last quarter this year.

Mexico's New Shrimp Season Opens Brightly

Mexico's Pacific shrimp fishery got into production in October. Bay fishing was reported excellent in vicinity of Topolobampo; but poor elsewhere.

Open-water fishing started poorly but was expected to get into full production by end of October. August deliveries saw only 48,300 lbs. reach the west coast; however, in September arrivals climbed sharply. During that month Marine Products Co. received, mainly from Topolobampo, around 20 carloads, distributed to San Diego, Los Angeles and San Francisco.

The 1951-52 season, August 1 to July 31, saw a total of 23,889,713 lbs. cross the international border at custom ports in Arizona and California. This was a decline of 1,576,394 lbs. from the 1950-51 season of 24,562,364 lbs. For the 1951-52 season, 2,189,650 lbs. crossed the border fresh, in crushed ice; 21,700,063 lbs. frozen.

Opening quotations were good and firm; around 5c per lb. less than last season's opening: Under 12-15, 75c per lb. for premium brands, layer pack; 16-20, 75c; 21-25, 75c; 26-30, 60c; 31-42, 53c and 43-65, 45c. Second brands were quoted 3c per lb. under across the board.

R. E. Cotter, Salmon Packer and Seller, Dies

The many friends of Ralph Evans Cotter, 72, pioneer in the Pacific Coast fish canning industry, were grieved to learn of his death last month, in Oakland.

Mr. Cotter started his career in 1899 when he went to work for F. E. Booth Co., Inc., San Francisco. He later joined the North Alaska Salmon Co., as secretary and served in that capacity until steam vessels replaced square rigged sailing ships in the Alaska fleet.

With the advent of steam his company sold out to Libby-McNeil-Libby Co., and headquarters for salmon canning were moved to Seattle.

Mr. Cotter elected to remain in San Francisco and he established his own food brokerage firm, R. E. Cotter Co. in 1917. He remained active in this company until January, 1952.

He leaves a wife, Virginia; two sons, Thomas A. and Ralph E. Cotter Jr.; a sister, M. E. Cotter, and three grandchildren, all of Oakland.

B. C. Salmon Advertising Continued Despite Troubles

Operating conditions were enough to try their souls during the past season, but British Columbia salmon packers decided to maintain an aggressive advertising campaign for their product in the consumer markets of Canada.

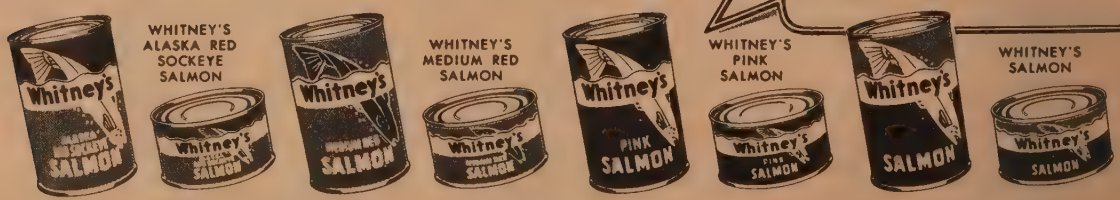
Associated Salmon Canners of British Columbia, representing the major west coast packers, will continue their program during the coming months, but with an appropriation rough half of last year's. The Vancouv advertising firm of James Lovick Co. will handle the campaign as other years.

The program will be aimed direct at the Canadian consumer, becau it is realized that under existin tariff and exchange conditions t domestic market offers the main ho for expansion of sales. Copy then will be educational, designed to e courage the Canadian housewife use more canned salmon by tellin her about the great variety of wa in which it can be prepared a served.

COLUMBIA RIVER PACKERS ASSOCIATION, INC.
ASTORIA, OREGON

A QUALITY CANNED SALMON FAMILY
UNDER ONE LABEL—FOR EASIER MERCHANDISING

. . . the label backed by
ADVERTISING
and a planned
PROMOTION



WHITNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHINGTON

Seattle Prices

Selling prices per case, openly quoted at resstime on sound goods, f.o.b. Pacific rminals.

ALMON—ALASKA	
Red, 1/t, 48	$27.00-$30.00
Red, ½s, 48	17.00- 18.50
Red, 4-lb., 12	28.00 -
Coho, 1/t, 48	20.00- 22.00
Coho, ½s, 48	12.00- 13.00
Coho, ¼s, 48	8.00 -
Coho, 4 lb., 12	21.00 -
Pink, 1/t, 48	18.00- 20.00
Pink, ½s, 48	11.00- 12.00
Chums, 1/t, 48	16.00 -
Chums, ½s, 48	9.00 -
ALMON—PUGET SOUND	
Sockeye, ½, 48, mf	19.00 -
Sockeye, ½, 48, hf	20.00 -
Chum, 1/t, 48	16.00 -
RAB—ALASKA	
Standard, ½, 24	13.35 -
"Tuna size" ½, 24	12.25 -

uget Fishing Delayed o Aid Silver Run

The Puget Sound fall fishing season as suspended in October to permit scapement of the Silver salmon run. he extremely dry autumn weather ad so lowered the level of the reams that the Silver salmon run ould not enter, and Robert Schoettler, tate fisheries director, took the posi-on that fishing them must be sus-ended until rains had raised the reams and permitted the accumu-ted population of Silvers to move up ut of salt water.

"Packed with the Wiggle in its tail"
NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

The BUYERS' CORNER

Crab Canning Conversion To "Tuna-Size" Certain

The large factors in Pacific crab canning hereafter will make their packs almost exclusively in the "tuna-size" half-flat, instead of the standard half. This they indicated in October as they studied the results of 1952 packing and marketing.

Smaller operators will be slower in making the change, as they have substantial investment in machinery, can stocks, and labels and lack the volume to make the attractions of the switch sufficient for immediate change.

Ivar Wendt, whose "Pacific Pearl" brand accounts for a substantial portion of the 1952 production, at press-time was quoting the "tuna-size" halves at $12.25 per case of 24, with standard halves at $13.35 per case.

These quotes also emphasize the virtually complete switch from the 4-doz. case to the 2-doz. box in canned crab marketing. The goods are still available in the larger units, but with the swing to the "tuna-size" halves the new cartons are almost exclusively in the 2-doz. size.

A very substantial percentage of the 1952 pack of canned crab was put-up in the "tuna-size" tins with 6½ oz. net weight, exactly an ounce less than in the standard half; and from here on the larger packers indicate that they will pack the standard cans only to order.

Supplies of canned crab this season are quite short and principal factors report the market firm and sales satisfactory. The pack is not only short, but it closely held as well. *Probability is that a larger percentage of the pack is in fewer hands than has been the case in many years.*

Four-Pound Salmon Pack Volume Rises

A larger-than-usual volume of salmon is believed to have been packed in 4-lb. tins this season. At least, it seems certain that the pack of this container is more widely held than in the past, more packers having put fish into this package. That the aggregate is also above normal seems indicated, although not proven.

The 4-lb. pack finds its outlet primarily in the institutional trade, of course; with the Veterans Administration traditionally the most faithful user.

The 4-lb. packs are available in Reds, Pinks and Chums — possibly some Cohoes left. They have been made from both fresh-caught and fresh-frozen fish, with the latter apparently predominating in the case of Reds and Pinks; while the Chum pack has been canned from stock of both types.

UP Serves Shrimp And More Shrimp

More than two tons of shrimp were served in August to travelers on the Union Pacific Railroad.

C. F. BUELOW COMPANY INC.
Distributors
Alaska and Puget Sound Canned Salmon
Crab Meat and Northwest Tuna
MAIN 4464
Smith Tower, Seattle 4, Wash.

Easy to Remember! Easier to Sell!
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Exclusive Sales Agents for
California Marine Curing & Packing Co.
Tuna—Sardines—Mackerel

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
Customers Reach For
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NORWEGIAN SARDINES
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SOUND—because every Marine Office policy is backed by the security and great strength of its seven outstanding member companies.

UNQUESTIONED—because of its long and distinguished record of prompt settlement of all just claims in all parts of the world.

DEPENDABLE—because of its know-how gained through decades of specialized experience in handling all classes of Marine Insurance.

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SEE YOUR LOCAL AGENT OR BROKER!

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Northwestern Department:
Paul A. Carew, Manager
Colman Building
Seattle 4, Washington

Pacific Department:
F. B. Galbreath, Manager
140 Sansome Street
San Francisco 4, California

Service Offices:
530 West Sixth Street—Los Angeles 14, California
411 Yeon Building—Portland 4, Oregon
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The Hanover Fire Insurance Company

OFFICES THROUGHOUT THE UNITED STATES—CLAIMS AND SETTLING AGENTS THROUGHOUT THE WORLD

Gilbert C. Van Camp, Jr., promoted to be executive vice president, Van Camp Sea Food, Inc., has studied every phase of the company's extended operations, recently serving as assistant to his father, Gilbert C. Van Camp, president of the company.

G. C. Van Camp Jr. Becomes Firm's Executive Veep

Gilbert C. Van Camp, Jr., has been lected to position of executive vice resident, Van Camp Sea Food Com- any, Inc., following the annual meet- g of the company's board of di- ectors.

"Gill," as he is universally known Southern California fish-packing rcles, has served in the production nd fleet departments of the com- any since 1945. For the past three ears he has been assistant to the resident and has studied every phase f the company's extended operations.

Gilbert Van Camp, Jr., is considered y fishermen everywhere as one of ie greatest potential tuna skippers in ie history of the fishery. An inde- tigable worker aboard—he runs the ompany's research vessel, *White Star* -he continually exhibits an almost ncanny ability to locate fish and get iem aboard. His father, Gilbert C. an Camp, president of the company, another enthusiastic deep sea fish- rman.

Henry Olsen, fleet manager, Van Camp a Food Co., at San Diego, accompanied his wife, toured the Pacific Northwest their recent vacation, and attended the lwanis International Convention. Henry s just concluded a very busy Albacore ason.

* * *

From tuna selling to training jet-plane udents was evidently not too great a mp for **Ed Kenny**, former Van Camp lesman out of the Detroit office. While military leave from the company, First . Kenny has been instructing at Phoenix.

Hot Fishing Lifts Mackerel Pack Toward Million Mark

September was one of the greatest months for mackerel in Southern California history — 18,075 tons caught, from which 372,264 cases were packed. This was the third month in succession that mackerel, mostly Jack, had reached impressive figures: July, 7,328 tons; August, 10,319 tons.

After a very weak start in which it appeared in the year's earlier months that mackerel would be as scarce as sardines, the fishery staged a strong comeback and by October 1 was pulling up on 1951: 38,000 tons to 41,400 tons at same period last year.

Feds. Study Imports' Effect on U. S. Tuna

Experts of the Fish and Wildlife Service were due in Southern California in late October to begin studies at first hand on hardships imposed on the domestic tuna industry by excessive imports of tuna. The investigators were to stay in the locality until they get the full story.

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One order... one call... one supplier . . . PIONEER can take care of *all* your needs. Pioneer can deliver maintenance and construction materials needed to put your cannery, fishing fleet, or other business in first-class condition, now!

Pioneer's large stocks of materials ready for immediate shipment include: exterior and interior paints of all kinds, AAA marine coatings, marine black, boot topping, anti-fouling paint, marine varnishes, concrete mixes, gravel, sand, refractories, roofing, wall board, insulation, and Albi-R fire-preventing paint.

For over 20 years, Pioneer has been supplying needs of Alaska fishing and construction trades. For quick service on maintenance, repair and construction problems, call on PIONEER!

PIONEER SAND AND GRAVEL CO.

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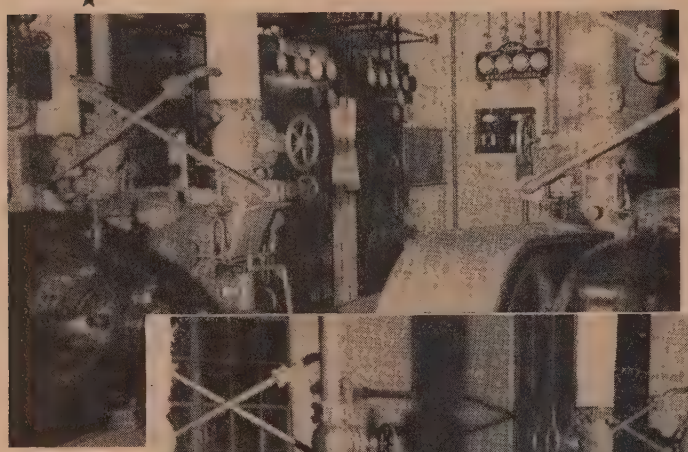

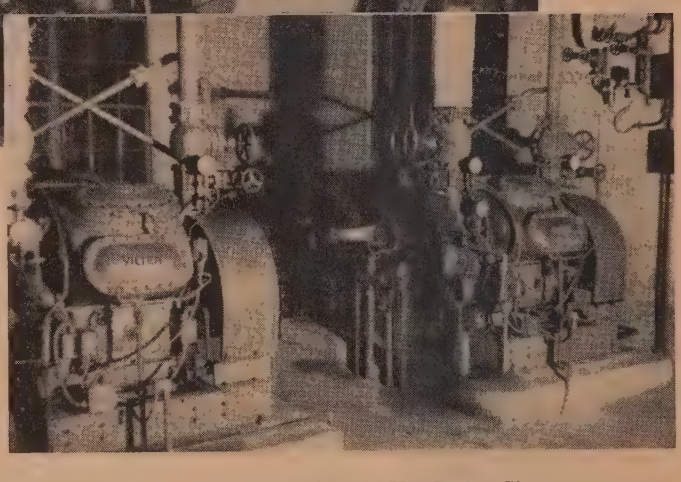

In the plant of Tokushima Suisan K.K., Osaka City, Japan, two new Vilter 75-ton VMC compressors are helping to make ice and store fish. One of the compressors is used in conjunction with a 20-ton ice making plant, while the other provides refrigeration for sixteen cold storage rooms, holding temperatures at —10° C. and —20° C.

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Whether you are considering making ice, cold storage, refrigeration in processing, or any other use, Vilter's experience can help you. Vilter-equipped plants around the world report that Vilter refrigeration equipment operates with higher efficiency, requires less maintenance, lasts far longer. Write now for further information about Vilter equipment. Let us tell you how Vilter engineering can help you save money in all of your refrigeration applications.

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Air Conditioning • Ammonia & Freon Compressors • Booster Compressors • Baudelot Coolers • Double Pipe Coolers • Blast Freezers • Evaporative & Shell & Tube Condensers • Paklcers • Pipe Coils • Valves & Fittings

F.A.W.S. 1953 Alaska Forecasts

A "fair" Red salmon run on Bristo Bay in 1953—about 800,000 cases—i predicted by the U. S. Fish and Wild life Service.

At the Alaska hearings on propos als for 1953 fishery regulations, th official Service forecasts for nex year's runs were unveiled, as follows

Alaska Peninsula—Red run fair Pink run good.

Chignik—About 50,000 cases.

Kodiak — About 100,000 cases o Reds; Pink run poor.

Cook Inlet—About 125,000 cases o Reds; average King run; averag Pink run for the poor even-year sid of the cycle.

Prince William Sound—Poor Pin run.

Copper River—Poor Red run.

Southeast Alaska—Good Pink ru

Van Camp Profit Dip Due to Tuna Imports

Van Camp Sea Food Company, Inc sales of canned fish and other fisher products declined from $44,000,00 during the fiscal year ending May 3 1951, to $37,000,000 for the same peri od ending 1952. Net profits decline from $1,218,000 to $475,000.

In the company's semi-annual re port to stockholders, Gilbert C. Va Camp, president, attributed the de cline to the industry-wide disturbanc caused by heavy imports of tuna fro Japan. Shipments were so heavy th domestic tuna industry operated at loss during the entire calendar yea of 1951; in fact, the report states, th entire net profit of $475,000 for Va Camp, for the fiscal year of 1952 wa earned in the last three month March through May.

'Stowaway' Grouper Fillet From Mexico Offered

"Stowaway," a brand of frozen fi lets from groupers found in the Gul of California, and packed by Marin Products Company, San Diego in 1-l and 5-lb. packages, is being packe this season by arrangement wit "Mar Bermejo," Santa Rosalia, Lowe California; and by Productos Congel dos Santa Clara, El Golfo, Sonora.

The product is distributed by Rein ke & Armende, Inc., Los Angeles an San Francisco. This concern, heade by Miles Reinke and El Amende, han dles fish and sea food from all part of the world.

To meet increased business th company has recently added two mor salesmen, working out of the Lo Angeles office. Gail Boss, widely ex perienced with frozen foods, will wor the retail trade; Herb Agid, the inst tutional. In its two offices Reinke Amende now employs 18 people, 12 Los Angeles; six in San Francisc

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for heavy duty engines GASOLINE or DIESEL

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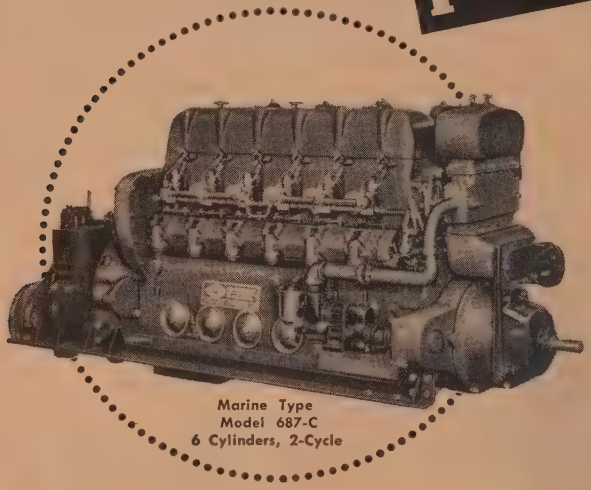

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Model 687-C
6 Cylinders, 2-Cycle

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We invite you to inspect the P&H Diesels — to see their many advanced features — to learn first-hand what they mean to you in dependable, low-cost operation on all kinds of applications. P&H Diesels in 1, 2, 3, 4 and 6-cylinder models range from 20 to 138 hp.

P&H Diesels are *far easier* to service. Ask your distributor to tell you why.

P&H DIESEL DIVISION
HARNISCHFEGER CORPORATION
CRYSTAL LAKE, ILLINOIS

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so says Porter-Cable Machine Co., a leading manufacturer of portable tools. They consider effective lubrication so important to good tool operation, they have arranged to have a LUBRIPLATE Lubricant packed in tubes under their label and sell the tubes through their dealers.

1. LUBRIPLATE reduces friction and wear
2. LUBRIPLATE prevents rust and corrosion
3. LUBRIPLATE is economical to use

Write today for case histories of savings made through the use of LUBRIPLATE in your industry.

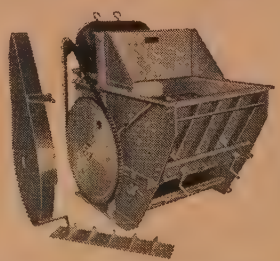
LUBRIPLATE DIVISION
Fiske Brothers Refining Co.
Newark 5, N.J.—Toledo 5, Ohio

The Different LUBRICANT!

DEALERS EVERYWHERE, consult your Classified Telephone Book

with a versatile, economical G-W ICE BREAKER

On the deck or on the dock, a fast G-W Ice Breaker guarantees an ample supply of crushed ice — graded to suit your requirements. These sturdy machines are built to take punishment, withstand corrosion, yet give trouble-free, economical performance by completely eliminating waste. Every cake of ice is thoroughly crushed.



Gifford-Wood Ice Breakers are the favorites of commercial fishermen in every port—value proven by years of satisfactory service. It will pay you tomorrow to check today. Write for Bulletin 482.

GIFFORD-WOOD CO.
Since 1814—Hudson, N. Y.
420 Lexington Ave. New York 17 | Railway Exchange Bldg. St. Louis 1, Mo. | 565 W. Washington St. Chicago 6

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

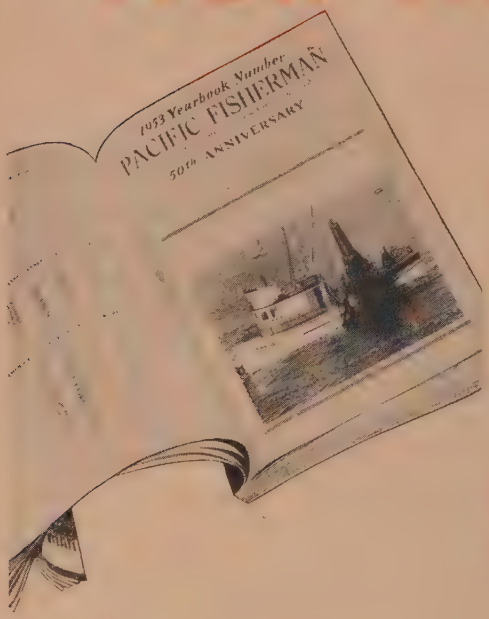
A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

Now In Preparation



THE 1953 PACIFIC FISHERMAN YEARBOOK

50th ANNIVERSARY NUMBER

TO BE ISSUED JANUARY 25, 1953

Reserve YOUR SPACE NOW

If you are associated with the Pacific Fisheries IN ANY WAY . . . as a producer . . . as a distributor . . . as a manufacturer or sales agency supplying the requirements of this great food producing enterprise, you will get year-long benefits from your advertising in the PACIFIC FISHERMAN YEARBOOK, *BECAUSE* . . . The YEARBOOK is read and referred to by the men who catch the fish . . . by the men who can, process and freeze them . . . and by the important factors in the selling, wholesaling and chain store trades in this country and abroad, *BECAUSE* . . . the YEARBOOK for 50 years has been the industry's Standard Buyers' Guide and *BECAUSE* . . . no other publication collects and projects the exclusive statistical data on production in all major departments of the Pacific Fisheries.

ABC A MILLER FREEMAN PUBLICATION

A FIELD AS BROAD AS THE PACIFIC ITSELF

The nation's Fish Marketers . . . producers, brokers, distributors, wholesalers, chain store buyers . . . are among PACIFIC FISHERMAN'S staunchest readers and have been for many years. They find the YEARBOOK'S exclusive statistics on production and markets indispensable. To them, the YEARBOOK has Plus Value in Advertising.

OVER 22,000 FISHING VESSELS

In the production end of the business, PACIFIC FISHERMAN bl the buying power in this far-flung, ever-growing fishing, packin processing industry by carefully planned coverage of the industry' neries and plants, company fleets, vessel owner groups and individu boat owners. To them, the YEARBOOK is the accepted "lookin place for descriptive data on the latest and best in fishing supplie equipment.

MORE TRAN 800 CANNERIES AND PLANTS

It is a matter of record that many products, now well established, have been introduced through the advertising pages of PACIFIC FISHERMAN. A roll call of the YEARBOOK'S advertisers is a list of the major factors in this profitable market. The fact that these leaders are consistent year-round advertisers, is proof that they have found PACIFIC FISHERMAN, and the YEARBOOK, a constant force for the expansion of sales, the consolidation of sales gains, and for solid entrenchment of their positions in the field.

MEN MAKE MARKETS—THEY ARE THE BUYE

When the key men in the Pacific Fisheries . . . both afloat and a . . . want facts and figures on their industry, they turn to the PA FISHERMAN YEARBOOK. When they want information about en nets, rope, machinery, and other fishing supplies and equipment, turn instinctively to the YEARBOOK'S advertising pages. And it lets them down.

Arrange now for your space in the 1953 YEARBOOK and get your copy to us e Firstcomers, naturally, get the best positions.

• MEET THE BUYERS IN THE MARKET PLACE OF THE WORLD'S GREATEST FISHERIE

PACIFIC FISHERMAN'S 1953 YEARBOOK — 50th ANNIVERSARY NUMBER

Pacific Fisheries Market

Here's a partial list of the myriad of products and services which were advertised in the last Edition of the PACIFIC FISHERMAN YEARBOOK. Check them over for sales opportunities for the products you manufacture or the services you have to offer to this fast-growing industry.

Adhesives
Anchors
Architects
Ascorbic Acid
Banks
Batteries
Bearings
Belting
Binoculars
Blocks
Boat Builders
Boat Supplies
Boxes
Canned Fish
Canners, Fish
Cannery Supplies
Canning Machinery
Cans
Canvas
Caulking Materials
Centrifugals
Chemists-Assayers
Chutes
Cleansers
Clothing, Protective
Coilers
Communications
Compasses
Compressors
Condensers
Containers, Fiber
Controls
Conveyors
Cooperage
Coupings
Cyclones
Depth Finders
Diesel Engines
Direction Finders
Distributors, Marine
Dryers
Electrical Equipment
Electronic Equipment
Elevators
Engines, Marine
Export Services
Fastenings
Fire Extinguishers
Fish Fillets,
Fish Oil and Meal
Machinery
Fishing Gear
Floats
Food-Provisions
Freezing Equipment
Fresh and Frozen Fish
Gasoline Engines
Gears, Reverse and
Reduction
Generators
Glues, Marine
Grinders
Hardware, Marine
Hardwoods
Heat Exchangers
Hoists
Hooks, Fish
Horns
Ice Crushers
Ice Machines
Insurance
Labelling Machines
Labels
Life Preservers
Lighting Plants
Loran
Lubricants
Machine Shops
Monosodium Glutamate
Motors
Navigating Equipment
Net Preservatives
Net Rollers
Netting and Twine
Nickel
Oars
Oil Purifiers
Outboard Motors
Packaging Machinery
Packaging Materials
Paints
Paper, Waxed
Petroleum Products
Power Takeoffs
Presses
Propellers
Pumps
Radar
Radio Receivers
Radio Telephones
Ranges
Refunds
Retort Doors
Rope
Rubber Parts
Salt
Scales, Weighing
Searchlights
Shafts
Shellfish
Smoked & Cured Fish
Soybean Salad Oil
Stacks
Steamships
Steering Gears
Supply Houses, Marine
Switchboards
Tanks
Tar
Temperature Controls
Tents
Truck Refrigeration
Trolling Spoons-Gear
Trucks and Tractors
Valves and Fittings
Varnish
Vee-Belt Drives
Winches, Gurdies
Windlasses
Wire Belts
Wire Netting
Wire Rope

★ **THE "BIBLE OF THE INDUSTRY" for PACKERS, BROKERS, DISTRIBUTORS**

★ **THE STANDARD BUYERS' GUIDE for FISHING SUPPLIES AND EQUIPMENT**

EDITORIAL CONTENT

1. First-published statistical data on 1952 production of all major fisheries—Salmon, Tuna, Sardines, Mackerel, Halibut, Oysters, Crabs, Clams, Herring, Shad.
2. Historical statistical data—Production records for all major divisions of the Pacific Fisheries.
3. Markets, Trends, Developments, analyzed, evaluated, graphed and pictured.
4. Special articles on today's top topics—Packaging, By-Products, Freezing, Fishing Vessels, Electronics, Imports, Foreign Fisheries.
5. Directory of Pacific Fisheries Organizations—Official, General, Operators, Vessel Owners, Fishermen and Cannery Unions.

ADVERTISING and SALES VALUES

If you are already an advertiser in PACIFIC FISHERMAN . . . either as a fishery producer or distributor, or as a manufacturer or sales agency handling fishing supplies and equipment . . . you know the value of reserving space in the YEARBOOK well in advance. Early space reservation and early copy assure preferential position and ample time for checking proofs.

If you are a Newcomer, you will find that the YEARBOOK is the best possible issue in which to launch your advertising program. Advertising placed consistently in each of PACIFIC FISHERMAN'S monthly issues, augmented by space in the YEARBOOK, is the most productive plan for building sales and prestige in the Pacific fishing market.

Your YEARBOOK advertisement pays Extra Dividends because your marketing story is seen repeatedly throughout the year. Make sure your sales message achieves this added life. Reserve space for your 1953 YEARBOOK advertisement NOW!

PACIFIC FISHERMAN—71 Columbia Street, Seattle 4, Washington

BRANCH OFFICES—

SAN FRANCISCO 5, CALIF., 121 Second St. **LOS ANGELES 17, CALIF., 815 Witmer St.**
PORTLAND 4, OREGON, 534 S.W. 3rd Ave. **VANCOUVER, B. C., Royal Bank Bldg.**
NEW ORLEANS 18, LA., 3518 Dante St. **NEW YORK CITY 17, 370 Lexington Ave.**

LONG QUIET LIFE

Another Tuna Clipper Cutless Equipped

Soft Rubber Water Lubricated

If you fish for a living you know the importance of dependable propeller shaft bearings. The k
that gives years of trouble-free, QUIET operation. The kind that saves shafts and keeps boats
of drydock. That kind is CUTLESS—the soft rubber, water lubricated bearing—the bearing fishern
depend on to keep them fishing.

Large west coast stocks of popular sizes. Factory stocks to 10-inch shaft sizes available overnight by

See your ship repair yard, marine supplier, or write—

LUCIAN Q. MOFFITT, INC.

AKRON 8, OHIO

Engineers and National Distributors

B.F.Goodrich *Cutless* BEARINGS

PROPELLER SHAFT

SAN JUAN BRAND

TRADE MARK

Producers of

Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

Foot of Stacy St. **SEATTLE 4, U. S. A.**

International Net Dips Make Nets *Last Longer*

e cost of nets is such an appreciable part of the cost of hing that materially prolonging the life of nets is of most importance to the fisherman. INTERNATIONAL T DIPS protect nets most effectively. They come ready-use, require no heating nor special equipment for appli-tion, and are quick drying.

TERTOX NET DIP #1699 is an inexpensive homogeneous xture with toxic properties which penetrate completely o the innermost fibres of cotton and linen netting, pro-cting them from the destructive action of the organisms at cause cordage rot.

M. FISHING NET COPPER PAINT #1866 is higher cost due to the anti-fouling element. Will not injure tting nor cause undue stiffness. Assures protection from ling much longer than ordinary materials.

rite for prices and particulars about these net dips.

International NET DIPS

ernational Paint Company, Inc.
21 West Street
New York 6, N. Y.
So. Linden Avenue
South San Francisco, Calif.
1145 Annunciation Street
New Orleans, La.

International Paints (Canada) Ltd.
6700 Park Avenue
Montreal, Quebec
Harbor & Railway St.
No. Vancouver, B. C.

ORLD'S LARGEST MARINE PAINT MAKERS

Chris-Craft

WORLD'S BEST BUYS IN MARINE ENGINES

for fishing boats, work boats —for any commercial use!

Horsepower for horsepower, you can't buy a better marine engine for smooth, dependable operation and more years of hard service at low upkeep cost than a compact, power-packed Chris-Craft! Read what this user says:

"Commercial salmon fishing in Bristol Bay is concentrated to only a few days a year," explains Mr. Nick Bez of Peninsula Packers, Seattle, Wash.

"If the fisherman's equipment doesn't function perfectly, he stands to lose his entire potential catch in what is undoubtedly one of the roughest commercial operations for boats and engines in the world! That's why each of our new 32-ft. gillnetters is equipped with a Chris-Craft Marine Engine. We know from experience with other Chris-Craft-powered boats that these engines always start and operate efficiently under *all* conditions. Their simplicity facilitates easy maintenance. For really rugged duty, we'll specify Chris-Craft Marine Engines every time."

Chris-Craft Marine Engines are available in 60, 95, 105, 120, 130, 131, 145, 158 and 160 h.p. with reduction drives and opposite rotation for most models. See your Chris-Craft Dealer or mail coupon for FREE catalog today! Buy NOW!

MARINE ENGINE DIV., CHRIS-CRAFT CORP., ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MOTOR BOATS

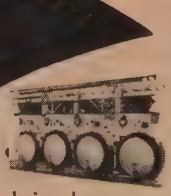
CHRIS-CRAFT CORP., Algonac, Mich. **FREE!**
Send FREE Chris-Craft Marine Engine Catalog to:

Name _____

Address _____

City _____ State _____

COMPLETE FISH PROCESSING EQUIPMENT . . . . . .



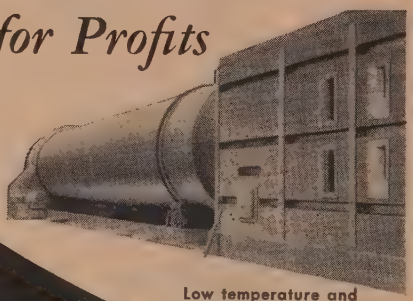
Retorts—quick closing doors

Conveyor type packing tables

Mills and disintegrators

Cyclones and sacking equipment

STANDARD-IZE for Profits



Low temperature and steam tube dryers

Laboratory tests show 2% to 5% protein gain, 2½% meal gain, using the revolutionary, new STANDARD Low Temperature Dryer. This is typical of the extra profits you can expect when you *STANDARD-IZE*. Standard Steel Corporation is the world's largest designer and fabricator of complete fish processing equipment. Now celebrating 50 years of service to the fish industry.

Cookers and presses

STANDARD 50 YEARS 1902 1952 STEEL CORPORATION

WRITE FOR COMPLETE BULLETIN

STANDARD STEEL CORPORATION

5013 Boyle Ave., Los Angeles 58 ★ 419-13 Commonwealth Ave., Boston 15

RAY-LINE

THE LIGHT That Never Failed

300 DIESEL ENGINE BOATS "ONE-MILE-RAY" SEARCHLIGHTS

THE PORTABLE LIGHT CO., Inc.

216 WILLIAM STREET, NEW YORK 38, N. Y.

who else protects you with this kind of a

WARRANTY?

Many a manufacturer will guarantee his own products and replace them if they are defective. But the makers of Winslow Filters and Elements go further than that. Their written warranty guarantees not only the quality of Winslow products but also the safety of your equipment when these products are properly used on it. For this *extra* protection, look first and only to Winslow!

WINSLOW FILTERS

Winslow Engineering Company

4069 Hollis St., Oakland 8, Calif.

Fresh Caught Flavor sells fish as nothing else can!

Be sure your products have it by using ZEST . . . the miracle seasoning that guards against "Flavor Fading"

Your ultimate customers buy your seafoods because they *taste* good . . . and the *fresher* the *flavor* the *bigger your sales!* That's why more and more fish processors are guarding against "flavor fading" with *Zest*, Staley's Monosodium Glutamate. This tasteless, odorless, wonder seasoning does nothing but intensify the *fresh, natural flavor of the fish itself!* Use it like salt, during or after processing . . . without changing your present formulas one bit.

TELL THE WORLD YOU'VE ADDED ZEST!

nart fish packers perk up the fresh vor of their fish . . . and then mer- andise the fact to everyone! Once ur customers know you add *Zest* . . . d taste the difference it makes, your les will really zoom!

Zest is packed in 50 and 100 pound ums . . . write for the full details out this miracle seasoning *now!*

Zest

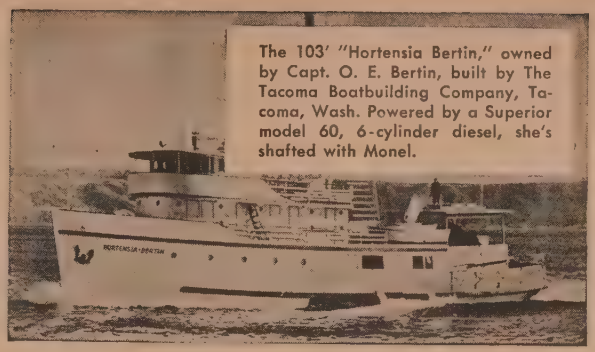
STALEY'S 99+% PURE MONOSODIUM GLUTAMATE

A. E. Staley Mfg. Co.
Dept. PF-11, Decatur, Illinois

STALEY

Staley PRODUCTS

Research Pioneers in Products from CORN and SOY BEANS ®



The 103' "Hortensia Bertin," owned by Capt. O. E. Bertin, built by The Tacoma Boatbuilding Company, Tacoma, Wash. Powered by a Superior model 60, 6-cylinder diesel, she's shafted with Monel.

No turn-about when she ships out!

De Fever-designed, this tuna clipper is shafted with Monel

There's no need for putting back to port when the "Hortensia Bertin" sets out for distant fishing grounds.

She was *designed* so that she could spend a year or more away from her home port; to operate in foreign waters with no other mechanical attention than her own crew can give her.

For example, she's shafted with 4¾" Monel®.

Naval architect Arthur De Fever, of San Diego 12, Cal., knows that Monel shafting can be relied upon. He has been specifying Monel for shafting and other ships' parts in the Tuna fleet for many years. And the performance records of tuna clippers, such as "Mermaid," "Viking," "Conqueror," "Cape Beverly," all show proof that Monel gives excellent service . . . that Monel "delivers the goods" without failure.

Monel is tough and stiff. It stands up and takes it when rough weather could cause metal failure. And Monel stands up against corrosive sea and harbor water. Its corrosion resistance, at sea or tied up in port, means Monel gives longer, more satisfactory service in all marine installations.

No wonder Monel has been the first choice of experienced designers, builders, fishermen, owners and operators alike, for more than 20 years.

Next time you are in the market for a new boat, or if you plan the reconditioning of an old one, specify Monel for propeller shafting, tanks, and fastenings.

Although present N.P.A. regulations prohibit use of Monel in pleasure craft, its use is permitted in vessels of the merchant marine, in workboats, and bona fide sea food fishing craft. Due to defense use of nickel alloys, it is wise to order well in advance of boatyard work schedules.

THE INTERNATIONAL NICKEL COMPANY, INC.
67 Wall Street, New York 5, N. Y.

INCO TRADE MARK **Monel**

". . . It's the SEAGOIN'® metal"

FIRST AVAILABLE—

KEYSTONE TUNA PACKER

Produces equal to hand-packing.

•

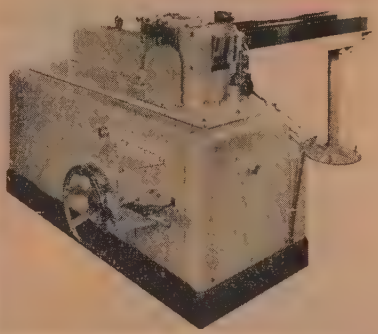
No breaking down of muscle structure—or loss of natural juices.

•

Packs fancy, chunk grated and can sizes ¼, ½, and 1 lb.

•

No fish loss. Produces within ⅛ - oz. of required weight, regardless of can size.



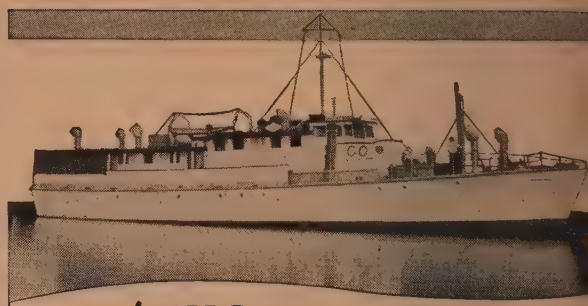
Picture of machine in operation at California Marine Curing & Packing Co., Terminal Island, Calif.

Contact for details—call or write—

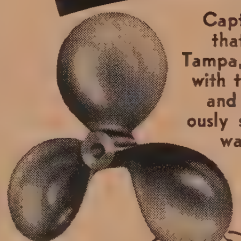
KEYSTONE PACKING MACHINE CORP.

1444 S. San Pedro **Los Angeles, Calif.**

PRospect 5471



Used **MICHIGAN WHEELS OVER 2 YEARS IN HIGH SALT DENSITY AREA WITH *LITTLE* OR NO GALVANIC EFFECT—**



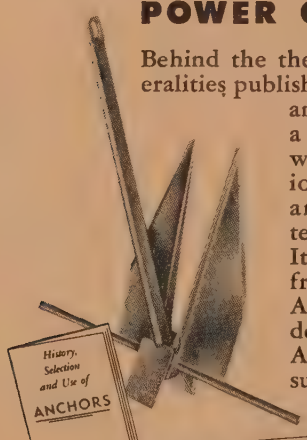
UP TO 60"

Captain R. J. Fearon of the Delfa Lines repor that the above 150-ton vessel, plying betwe Tampa, Florida and Mariel, Cuba was equipp with two 44 x 40 Michigan wheels in April, 195 and though they have been running contin ously since then, the high salt density of the waters has caused little or no galvanic effec He also notes that other vessels have ha to change propellers at least every months. For economy's sake alone, y owe it to yourself to equip with Michiga propellers with the famous "K" facto that makes them last as much three times as long as those ordinary manganese bronz

MICHIGAN WHEEL COMPANY GRAND RAPIDS 3, MICHIGAN

WHERE

CAN YOU GET DEPENDABLE FACTS ON THE HOLDING POWER OF ANCHORS?



Behind the theory, tradition and generalities published on anchors, are there any real *facts?* Yes, there is a complete table showing what happened when various types and sizes of anchors were actually tested on various bottoms. It is yours for the asking, from Danforth Anchors. And it is noteworthy indeed that only Danforth Anchors publishes the results of actual anchor tests.

Write for your free copy today!

DANFORTH ANCHORS

2157 Allston Way, Berkeley 4, Calif.

the Brand of Distinction

KNOWN TO DISCRIMINATING BUYERS EVERYWHERE

ICI-FRESH BRAND TRADE MARK

PACKED IN THE NORTH PACIFIC

Frozen SALMON AND HALIBUT

OXENBERG BROS., INC. • BROOKLYN, N.Y. • SEATTLE, WASH.

Also—

FRESH, CANNED AND MILDCURED SALMON

***ALL KINDS OF FISH FILLETS THROUGH OUR PACIFIC COAST OFFICE**

OXENBERG BROS., INC

General Office, Factory & Cold Storage

276-280 METROPOLITAN AVE., BROOKLYN, N.Y.

Pacific Coast Office

BELL STREET TERMINAL, SEATTLE 1, WASHINGTON

LINES and LEADERS

rtlett B. Bradley Becomes ymouth Cordage Vice-President

Edwin G. Roos, President of the Plyuth Cordage Company, Plymouth, Masshusetts, has announced that Bartlett B. adley, General Sales Manager, has been cted Vice President. Mr. Bradley is in rge of all sales in the U. S. and Canada. Mr. Bradley is widely known throughout cordage trade and consuming indus-s. A graduate of Dartmouth College, he ned the Plymouth Cordage Company on y 1, 1931.

hortly after joining the Company, he ame the first resident Plymouth Cord-Company sales representative on the cific Coast. Two years later, in 1933, he ablished Plymouth's Pacific Coast Dis-t Office.

ck Ashley to Represent 'ylock" Bonded Salmon Twine

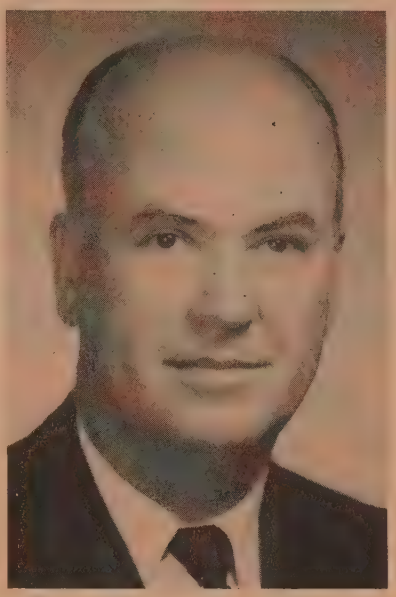
ppointment of Jack W. Ashley as Pac factory representative of Heminway Bartlett Manufacturing Co., manufacers of "Nylock" bonded nylon twine for mon nets, was announced in Seattle in tober by W. S. Heminway, president of mpany, which has been in the twine and ead manufacturing business since 1888.

Mr. Ashley's duties," stated Mr. Hemay, "will be to promote the sale and by Pacific fishermen of fishing nets nufactured of 'Nylock' twine, which is lf made under a basic patent for the ding of nylon fibers by means of a thetic resin which prevents knot slipe, strengthens the net and protects it m damage by abrasion, rot and mildew t the same time maintaining its elastic-with a minimum of permanent stretch."

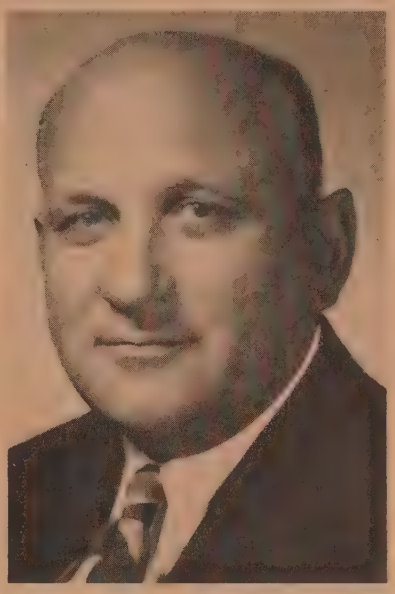
We have been manufacturing 'Nylock' ce 1944 and note steadily accelerated wth in the use of nets made from it," d Mr. Heminway. "Mr. Ashley is widely wn in the salmon fishing areas of the cific and we believe he can do an exent job in bringing before fishermen remarkable qualities of nets made with lock' bonded nylon twine."

uch nets are manufactured in the United tes by R. J. Ederer Co., Pauls Fish Net , Ederer, Inc., Adams Net & Twine Co., A. M. Starr Net Co.

n the export field, the Turner Halsey mpany, Inc., is the exclusive foreign nt for "Nylock" bonded twine, and its cials report to Mr. Heminway that it gaining wide acceptance among the rp fishermen of foreign seas.



B. P. ALTICK



E. J. FARINA

Fibreboard Products, Inc., have announced advancement of B. P. Altick to the position of vice president in charge of sales, succeeding E. J. Farina, who has retired from this position, although continuing an association with the company in the capacity of sales consultant. He has been with the company for 32 years. Mr. Altick's service with Fibreboard extends over a period of 27 years and he is well and widely known with the company's customers throughout its entire field—and particularly in the fish packing industry.

Warren Carhart has been elected vice-president of South Western Gear Works, of Houston, Texas, according to an announcement made today by president Thomas J. Bannan. Carhart was formerly Supervisor of Application Engineering at the company's Lynwood, California plant.

. S. Heminway, right, president of Heminway & Bartlett Manufactur-g Co., makers of "Nylock" bonded nylon twine for fish nets, and Jack . Ashley, the firm's Pacific Coast factory representative, photographed during Mr. Heminway's October visit to the Pacific Coast.

Here's the new Bendix depth indicator, designed specifically to meet the needs of salmon trollers and other fishing vessels of that size class. It will be exhibited for the first time at the Seattle Boat Show, Nov 15-23. Only 12" in greatest dimension, the instrument is rated for 100 fathoms, but actually will sound and indicate much greater depths.

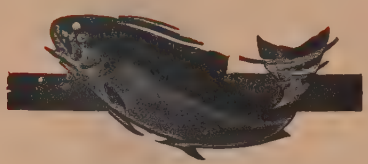
A Continuously Constructive Force in the Salmon Industry . .

OCEANIC SALES COMPANY

3302 Smith Tower

SEATTLE 4, WASH.

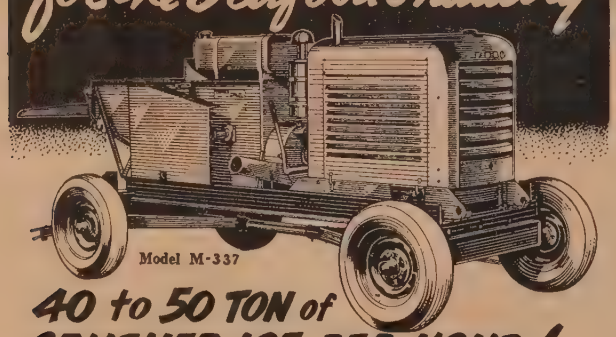
CANNED SALMON



Cable Address:
"NAECO" All Codes

TRI-PAK

MOBIL-ICERS for the Seafood Industry



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SEATTLE OFFICE — 1844 WESTLAKE NORTH

...ternational Paint Co. ...nounces New Appointments

John W. Weber, president, International ...int Co., with headquarters in New York, ...s a Pacific Coast visitor last month. While on the Coast Mr. Weber called on ...e offices and factory of International ...int Co. in San Francisco, Seattle, Port...nd, Los Angeles, and San Pedro, return...g home via Texas and southern states. In San Francisco Mr. Weber announced ...e appointment of Chester R. Owen, sales ...ent on the Pacific Coast for International ...arine paints for many years, as manager ... the G.M. and Interlux division for the ...even western states, Alaska and Hawaii. ...r. Owen continues to make his headquar...rs at the company's factory and offices ... South San Francisco.

Mr. Weber also announced that K. J. ...aw has been made sales manager for ...e eleven western states, Alaska and ...awaii, and will work with Mr. Owen, ...vering the G.M. and Interlux divisions.

John W. Weber, president, International Paint Co., stands between K. J. Shaw (left) newly appointed western sales manager, and Chester R. Owen, new western manager of the G.M. and Interlux Divisions.

...aytheon and Sub-Signal ...en Meet at Boat Show

Making good use of the opportunity af...rded by the Pacific Northwest Boat ...ow, the Northwest District office of the ...aytheon Manufacturing Company is hold...g a conference of all Raytheon and Sub...arine Signal dealers. The conference will be held on November 18th at the Olympic Hotel, Seattle.

Roger W. Mackay, district manager for the company, will be the host at the meeting and will conduct the various activities carried on during the sessions.

A feature of this gathering will be talks by K. V. Curtis, products manager, marine department of the Raytheon Mfg. Company; E. J. (Jack) Schneider, marine service manager; and a discussion of current development of new products and sales planning.

The Raytheon organization will be one of the major exhibitors at the Boat Show with plans for a complete display of the Fathometer line of depth sounders and recorders. A new machine, the "Mark Twain," developed originally for use on the mid-continent river system, will be shown for the first time on the West Coast. The company feels that this new depth sounder, an 80-ft. model, will find wide use among yachtsmen, work boat operators and fishermen.

An additional attraction will be the showing of the new model LH Raytheon 10-watt radiotelephone. Other new products will be shown, according to Mackay, if they are available in time for the show.

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HEAVY DUTY — LONG RANGE RADIOTELEPHONES

- Voice Controlled Expanding Carrier
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f Pacific Fisherman, published monthly except in January when publication is semi-monthly, at Los Angeles, California for October 1, 1952.

The names and addresses of the publisher, editor, and business managers are:

Publisher: Miller Freeman, 71 Columbia St., Seattle 4, Wash.

Editor: DeWitt Gilbert, 71 Columbia St., Seattle 4, Wash.

Business Manager: Miller Freeman, Jr., 71 Columbia St., Seattle 4, Wash.

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Miller Freeman, Jr., business manager.

Sworn to and subscribed before me this 24th day of September, 1952.

G. E. Delaware

(My commission expires May 20, 1953.)

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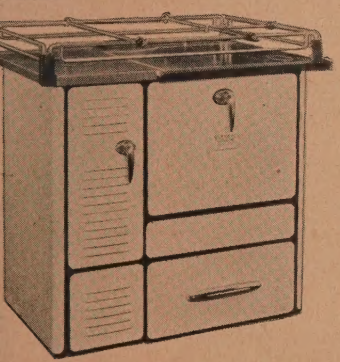

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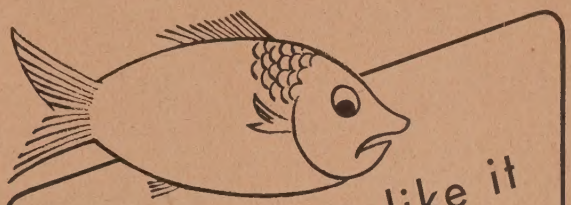

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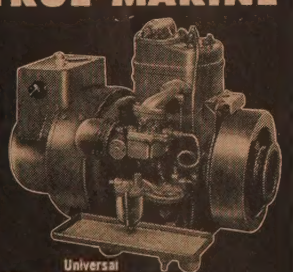

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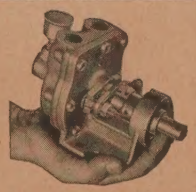

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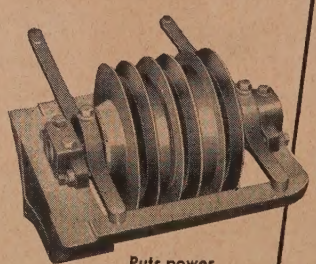

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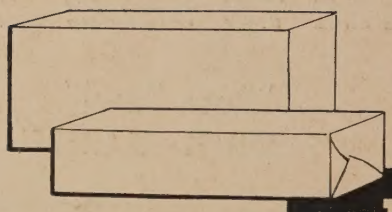

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